

STATE ROUTE



Transportation Concept Report

Office of System Planning District 6 November 2003



Caltrans District 6

Office of System Planning

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Photos on the front cover were taken along various segments of SR 99 in Caltrans District 6

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LOCATION MAP





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Transportation Concept Report

State Route 99

November 2003

I. INTRODUCTION

This Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for the corridor through the year 2025. The TCR provides route data and information, as well as current and projected (years 2003, 2010, and 2025, respectively) operating characteristics. Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

However, operational improvements, such as weaving lanes, are discussed as interim measures. The TCR also identifies transit, notably the High Speed Passenger Rail System, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2025.

However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor. This document

identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during later project report and design phases.

Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for State Route 99 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At Interstate 5 (I-5) near the base of the Tehachapi Mountains in Kern County.

Ends: At Route 36 near Red Bluff in Tehama County.

Length: 416-mile highway, through the San Joaquin and Sacramento Valleys.

This Transportation Concept Report covers the 173 miles of SR 99 within District 6, from the I-5 junction in Kern County to the Madera/Merced County line.

Land Use: Route 99 serves the primary population centers in the San Joaquin Valley as well as much of the rural agricultural areas. Small and medium-size communities are interspersed along with highway commercial uses at numerous interchanges.

The highway also travels through the urban centers of Bakersfield, Tulare, Visalia, Fresno, and Madera. There are agricultural-oriented activities such as dairy farms, poultry processing, wineries, and heavy farm equipment sales and repair along the route. Oilfields are prevalent near Bakersfield in Kern County.

Terrain: Generally on flat terrain, with high plains in the southern Kern County portion.

A. Modal Alternatives



There are currently six Amtrak passenger rail trains that traverse the SR 99 corridor on a daily basis with connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

Amtrak Rail: There are currently six Amtrak passenger rail trains that traverse District 6 on a daily basis on the San Joaquin Route, with connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler as shown below:

Kern County: Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, the Airport Bus of Bakersfield (with service to Los Angeles International Airport), Amtrak (north from Bakersfield) and Amtrak Connection (Amtrak's continuing bus service to locations in Southern California).

Golden Empire Transit (GET) operates fixed routes within the city of Bakersfield while Kern Regional Transit (KRT) operates both fixed routes and dial-a-ride services throughout Kern County, primarily southward along SR 99 to Frazier Park and the Tejon Industrial Complex, northward via SR 99/43 to Shafter, Wasco, McFarland, along SR 99 to Delano, northeast via SR 178 toward Lake Isabella/Kernville/Weldon, eastward via SR 58 to Tehachapi, Mojave, and California City, and westward, via SR 99/119, to Taft.

Tulare County: The cities of Tulare, Visalia, and Porterville operate dial-a-ride and fixed route routes, while Tulare County Transit (TCT) operates both fixed-route and dial-a-ride services along the SR 99 corridor to the cities of Earlimart, Pixley, Tipton, and Delano in Kern County.

Additionally, TCT services Tulare County's rural communities of Lindsay, Farmersville, Exeter, and Woodlake. Amtrak services are available to the citizens of Visalia/Porterville via the Kings County Area Public Transit Agency (KCPTA), which makes three round trips per day between the City of Visalia and the Hanford Transit Center/Amtrak Station.

The Orange Belt Stages' depot is located northwest of the junction of SR 198/99 (Avenue 304/Goshen Avenue and SR 99), and serves areas along SR 198, 63, and 65.

Fresno County: Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, Fresno Area Express, Clovis Stage Line and the Fresno County Regional Transit Agency (FCRTA). FCRTA



Greyhound Bus Lines provide fixed-route service throughout the SR 99 corridor.

services the outlying areas of Fresno County including Coalinga, Kerman, Mendota, and Firebaugh, using both fixed route and dial-a-ride services. Urban areas of the county are serviced by the Fresno Area Express (FAX) and the Clovis Stage Line. Greyhound and Orange Belt Stages provides transit services to areas outside the county.

Madera County: The City of Madera operates its Madera Area Express (MAE) as both a fixed route and dial-a-ride system. The Madera County Connection (MCC) operates a fixed route system from Bass Lake/Oakhurst to Valley Children's Hospital via SR 41, 145, 99, and Avenue 12.

The City of Chowchilla, via its Chowchilla Area Transit Express, operates both a fixed route and dial-a-ride system within Chowchilla plus a once-a-week connection to the city of Madera via SR 99. Greyhound Bus Lines serves the county of Madera via SR 99 and SR 152 to Chowchilla, and areas north, south, and west of the county.

For a segment by segment list of specific transit providers, please see the Transit Services chart in the Appendix at the end of this TCR.

High Speed Rail: The California High Speed Rail Authority has developed a plan to build a high-speed rail line generally parallel to Route 99, from Los Angeles to San Francisco. The plan describes a 700-mile-long high-speed train system capable of speeds of 200 miles per hour.

The system would serve the major metropolitan centers of California in 2020. It is projected that 32 million intercity passengers and another 10 million commuters would use the system per year, generating nearly \$900 million in revenue annually.

Bicycle Routes/pedestrian access: Due to the controlled access ROW which prohibits non-motorized vehicles and pedestrians along a freeway, neither bicycles nor pedestrians are permitted along SR 99 (with the exception of a portion of Segment 35 (PM 20.05/KP 32.27-PM 22.43/KP 36.10) in Madera County.

Bicycles within Segment 35 are allowed on the shoulders of the expressway area. Additionally, it has been proposed to open two areas of Route 99 freeway to bicycle travel in the areas before and after the Kings and San Joaquin River bridges. Opening these two segments would allow bicyclists to travel/commute between counties.

B. Intelligent Transportation Systems



The Caltrans Traffic Management Center (TMC), located at the District Office in Fresno, provides critical information in the implementation of ITS technology.

Numerous applications of ITS exist or are proposed throughout the extent of Route 99. Examples of existing ITS applications along Route 99 are: weather stations, changeable message signs, closed circuit television, and highway advisory radio. Specific segment by segment information is located in the ITS chart in the Appendix.

Communication lines will be enhanced by the fiber optic network planned along the Route 99 corridor, along with the other corridors in the Fresno-Clovis Metropolitan Area.

Additionally, the 511 system is a new three-digit phone number program to access travel information that is being implemented throughout various areas of the country.

Caltrans' Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Deployment Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. When fully implemented, 511 would be an easy to remember telephone number that can be accessed by travelers before and during their trip to obtain information about State highways, local roads, local transit, and State and local trains.

Deployment of ITS technology will enhance traveler information service and operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings.

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. In addition, the Kern Council of Governments (Kern COG), through the creation of the Kern Motorist Aid Authority, operates and maintains a motorist aid call box system along this route within Kern County.

C. State Route 99 Highway Facts

- Part of the State Highway System (1909) and the California Freeway and Expressway System (1959).
- A major route in the most productive agricultural region in the world; Route 99 is critical to the economic vitality of the State. It is known sometimes as the "main street" of the Central Valley because of its significance for movement of goods and services. In District 6, Route 99 is a high-volume interregional north-south route.
- Heavily used by interregional travelers, commuters, recreational travelers, and goods movement, with the Annual Average Daily Traffic (AADT) ranging from 30,000 to 109,000, with trucks constituting up to 29 percent of the AADT.
- Designated as a State High Emphasis Focus Route on the Interregional Road System (IRRS).
- Recognized as a Transportation Gateway of Major Statewide Significance. As such, there are many capacity improvements indicated along Route 99 in the Caltrans' Interregional Transportation Strategic Plan (ITSP).
- Identified as a "Priority Global Gateway" for goods movement in the Global Gateways Development Program (January 2002).
- Under the Federal-aid Surface Transportation Program, Route 99 is part of the National Highway System as a STRAHNET route.
- On the National Network for STAA trucks (large trucks).
- Functionally classified as a Principal Arterial.
- Identified as an Intermodal Corridor of Economic Significance (ICES).



SR 99 has been used historically for transportation of agricultural products and goods movement.



SR 99 is heavily used for goods movement, with trucks constituting up to 29% of AADT.

D. Specific Environmental Considerations

Specific sensitive biological species include, but is not limited to, the following flora and fauna: FLORA-wetland areas, Valley Sacation grassland, and elderberry bushes; FAUNA-kit fox, burrowing owl, migratory birds, fairy shrimp, elderberry longhorn beetle, western pond turtle, Fresno and Tipton kangaroo rats, bats, blunt-nosed leopard lizard, giant garter snake.

In addition, there are historical sites that will need to be investigated further: the Tagus Ranch, Mammoth Orange Restaurant, and the pine and palm tree grouping in the median of Route 99 in Madera County (south of Avenue 11 overcrossing-PM 6.1/KP 9.8). The grouping designates the central location on old Route 99 between northern and southern California.

III. Segment Map

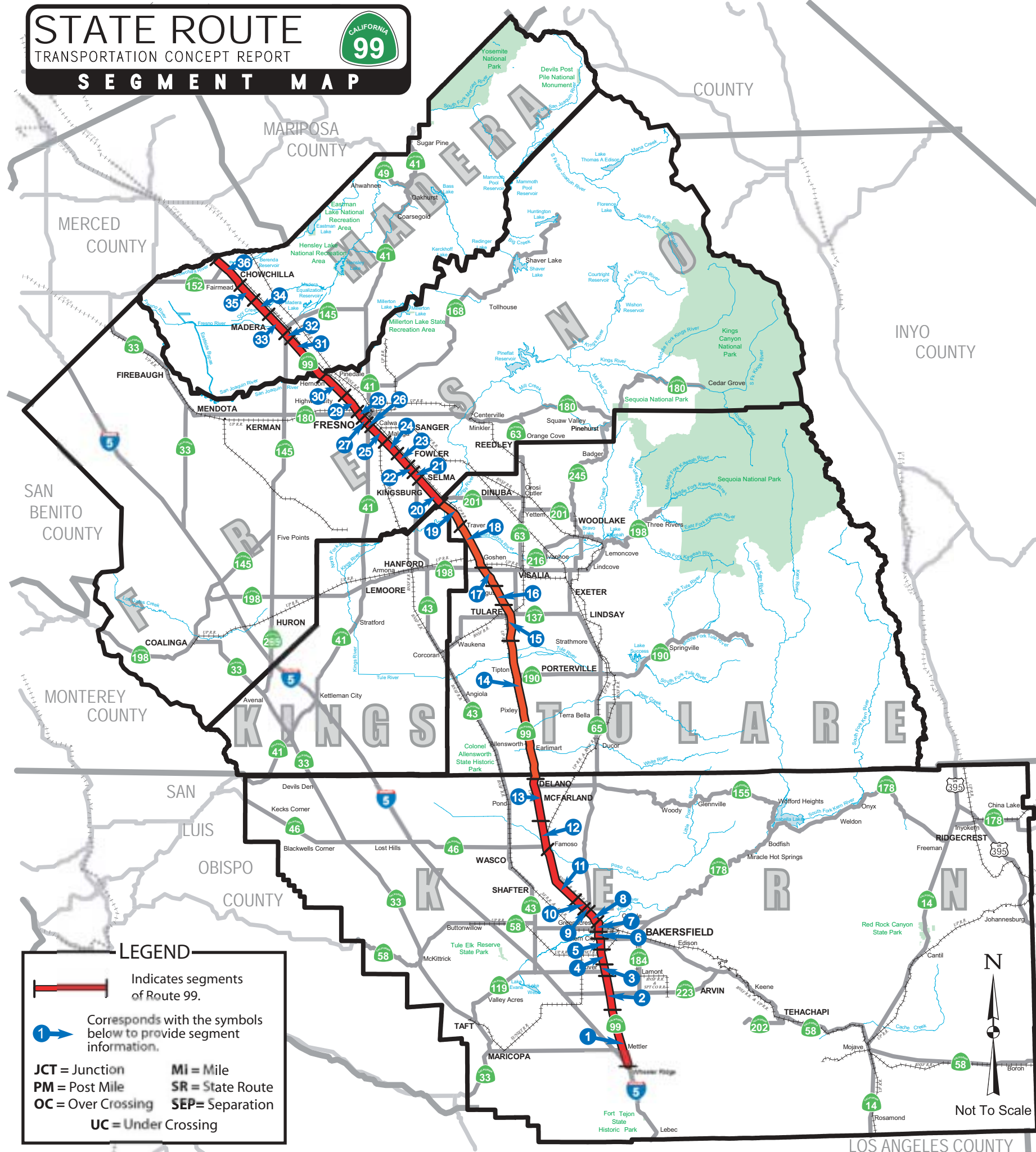
Attached (page 6) is an 11x17" foldout TCR Segment Map for Route 99. This map shows the 36 segments of SR 99 in Kern, Tulare, Fresno, and Madera Counties.

On page 7, following the segment map on page 6, is an overview of Route 99 geometrics (including segment detail maps), land use, and environmental considerations. The overview is split into several segment groups. See the attached 6-page Summary Chart (pages 16-21) for additional information in table form.

STATE ROUTE

TRANSPORTATION CONCEPT REPORT

SEGMENT MAP



LEGEND



Indicates segments of Route 99.

1 → Corresponds with the symbols below to provide segment information.

JCT = Junction
PM = Post Mile
OC = Over Crossing
UC = Under Crossing

Mi = Mile
SR = State Route
SEP = Separation



TULARE COUNTY

- Segment 14:** SR 99 PM 0.0 / 25.0
Tulare County line / 0.4 Mi S of Tulare Airport OC
- Segment 15:** SR 99 PM 25.0 / 33.3
0.4 Mi S of Tulare Airport OC / 0.1 Mi N of SR 99 Business OC
- Segment 16:** SR 99 PM 33.3 / 37.0
0.1 Mi N of SR 99 Business OC / 0.6 Mi N of Ave 280
- Segment 17:** SR 99 PM 37.0 / 41.2
0.6 Mi N of Ave 280 / North Goshen OH
- Segment 18:** SR 99 PM 41.2 / 48.1
North Goshen OH / 0.6 Mi S of Traver OC
- Segment 19:** SR 99 PM 48.1 / R53.9
0.6 Mi S of Traver OC / Tulare County line

FRESNO COUNTY

- Segment 20:** SR 99 PM R0.0 / 6.4
Fresno County line / SR 99/43 SEP
- Segment 21:** SR 99 PM 6.4 / 7.8
SR 99/43 SEP / 1.3 Mi N of Floral Ave UC
- Segment 22:** SR 99 PM 7.8 / 9.2
1.3 Mi N of Floral Ave UC / Manning Ave OC
- Segment 23:** SR 99 PM 9.2 / 12.4
Manning Ave OC / Clovis Ave UC
- Segment 24:** SR 99 PM 12.4 / 14.5
Clovis Ave UC / American Ave OC
- Segment 25:** SR 99 PM 14.5 / 18.5
American Ave OC / S JCT SR 99/41 SEP
- Segment 26:** SR 99 PM 18.5 / 19.3
S JCT SR 99/41 SEP / N JCT SR 41/99 SEP
- Segment 27:** SR 99 PM 19.3 / 22.1
N JCT SR 41/99 SEP / JCT SR 180 S
- Segment 28:** SR 99 PM 22.1 / 23.3
JCT SR 180 S / Olive Ave OC
- Segment 29:** SR 99 PM 23.3 / 26.6
Olive Ave OC / Ashlan Ave OC
- Segment 30:** SR 99 PM 26.6 / 31.6
Ashlan Ave OC / Madera County line

MADERA COUNTY

- Segment 31:** SR 99 PM 0.0 / 9.0
Madera County line / 0.3 Mi N of Ave 13
- Segment 32:** SR 99 PM 9.0 / 10.3
0.3 Mi N of Ave 13 / SR 145/99 SEP
- Segment 33:** SR 99 PM 10.3 / R14.5
SR 145/99 SEP / 0.3 Mi N of Ave 17
- Segment 34:** SR 99 PM R14.5 / 19.9
0.3 Mi N of Ave 17 / Ave 21½
- Segment 35:** SR 99 PM 19.9 / 22.7
Ave 21½ / JCT SR 152 W
- Segment 36:** SR 99 PM 22.7 / 29.4
JCT SR 152 W / Merced County line

KERN COUNTY

- Segment 1:** SR 99 PM 0.7 / 10.8
I-5/99 SEP / 0.1 Mi S of Old SR 99
- Segment 2:** SR 99 PM 10.8 / 17.0
0.1 Mi S of Old SR 99 / 0.5 S of SR 119
- Segment 3:** SR 99 PM 17.0 / 19.5
0.5 S of SR 119 / Panama Ln OC
- Segment 4:** SR 99 PM 19.5 / 22.0
Panama Ln OC / Wible Rd
- Segment 5:** SR 99 PM 22.0 / 24.6
Wible Rd / California Ave UC
- Segment 6:** SR 99 PM 24.6 / 25.7
California Ave UC / West JCT SR 99/58 SEP -SR 178
- Segment 7:** SR 99 PM 25.7 / 27.0
West Jct SR 99/58 SEP-SR 178 / SR 204/99 SEP
- Segment 8:** SR 99 PM 27.0 / R29.9
SR 204/99 SEP / SR 65/99 SEP
- Segment 9:** SR 99 PM R29.9 / R30.6
SR 65/99 SEP / 7th Standard Rd OC
- Segment 10:** SR 99 PM R30.6 / 32.1
7th Standard Rd OC / 0.3 Mi S of Lerdo Canal
- Segment 11:** SR 99 PM 32.1 / 44.3
0.3 Mi S of Lerdo Canal / SR 46/99 SEP
- Segment 12:** SR 99 PM 44.3 / 49.4
SR 46/99 SEP / 0.1 Mi N of Sherwood Ave
- Segment 13:** SR 99 PM 49.4 / 57.6
0.1 Mi N of Sherwood Ave / Kern County line

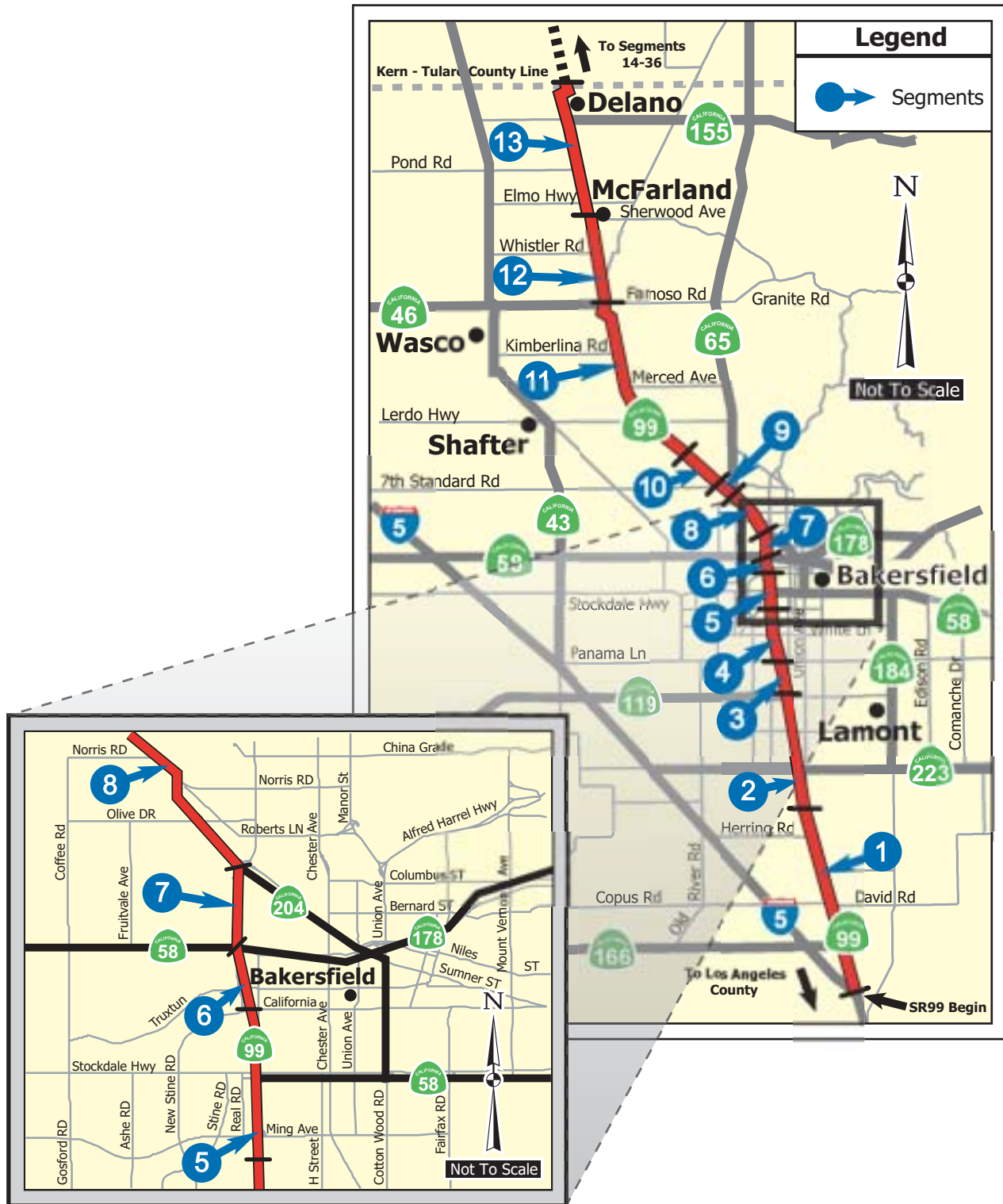


	pages
Detail map and text for Segments 1 - 13	7 - 8
Detail map and text for Segments 14 - 19	9 - 10
Detail map and text for Segments 20 - 30	11 - 12
Detail map and text for Segments 31 - 36	13 - 14



Maintenance on SR 99 early 1900's

Map Detail of Segments 1-13 on SR 99



Detailed view of Bakersfield Urban Area

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1-13: I-5/SR 99 Separation to the Tulare County Line-Kern County

Begins: At Interstate 5

Ends: At the city of Delano (PM 57.6/KP 92.7) in Kern County.

Land Use: Consists of the urban areas of Bakersfield, McFarland, and Delano, along with other freeway commercial uses. Also, rangeland, agricultural lands, and agribusiness are interspersed throughout this stretch.



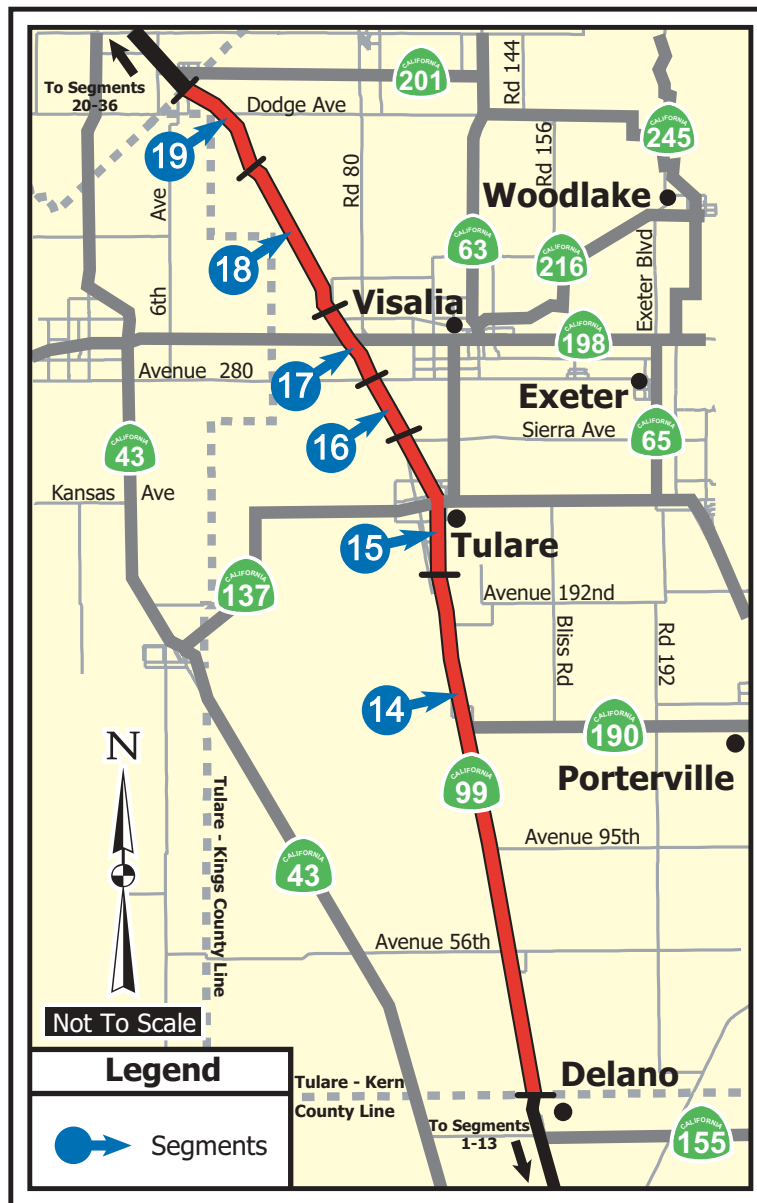
Facility: With the exception of the segments in Bakersfield, SR 99 (Segments 1-13) is a 6-lane freeway, and in some instances having a median available for widening to 8 lanes. In Bakersfield, there are 8-lane freeway sections.

Interchanges:

Interchange connections with (south to north) Interstate 5 and State Routes 166, 223, 119, 58, 178, 204, 65, 46, and 155. There is a freeway-to-freeway interchange connection with Route 58 (south junction) for eastbound traffic and ramps to Route 58 for westbound traffic. Locally, SR 58 west of 99 is known as Rosedale Highway.

The north junction of Route 58 with Route 99 also coincides with SR 178 for eastbound traffic. The lack of an integrating interchange at Route 99 linking the discontinuous segments of SR 58 has been a critical unresolved issue for local regional traffic in Bakersfield.

Environmental/Historical Resources: With future proposed construction, concerns would range from ROW acquisition impacts, noise impacts, and landscape removal in the urban areas, while endangered species, archeological sites, and impacts to sensitive resources, such as the Kern River (Segments 6-7), would be predominate in the rural areas. At Segment 11 the railroad overhead at SR 46 may be a concern.



Map Detail of Segments 14-19 on SR 99

Segments 14-19: Kern County Line to Fresno County Line-Tulare County

Begins: At the Kern County line

Ends: At the southern boundary of Fresno County, at the city of Kingsburg

Land Use: Segments 14-19 traverse agricultural land and agribusiness, particularly the Tulare County International Farm Exposition, as well as the communities of Earlimart, Pixley, Tipton, Tulare, and Goshen, and the highway traverses along the western edge of the city of Visalia.

Facility: The highway is a 4-lane freeway except for a section north of Goshen, where it is a 5-lane freeway, for 6.7 miles (11.0 km), three lanes northbound and two lanes southbound.

Interchanges:

There are interchange connections (south to north) with State Routes 190, 137, and 198; which have ramps that will be upgraded in the future to meet current standards, except for the interchange-to-interchange connection with Route 198, which meets current standards.



In Tulare County, SR 99 is primarily a 4-lane freeway.

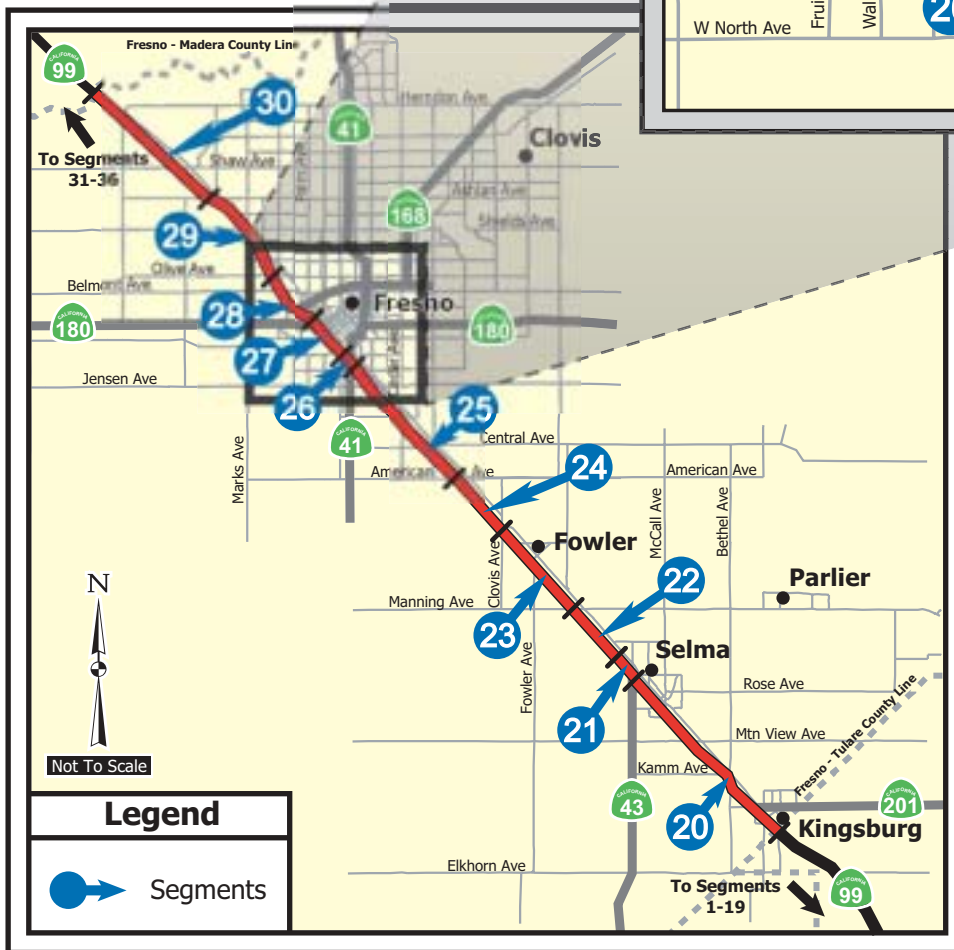


The Elderberry Longhorn Beetle is on the State list of sensitive biological species and has habitat in the Central Valley along SR 99.

Environmental/Historical Resources: Issues include traffic noise and aesthetic impacts in the developed areas, the proximity of the Union Pacific Railroad tracks as a barrier to widening to the outside ROW, and the potential impacts to prime farmland and established uses with ROW acquisition.

Ramps at the K Street interchange would have to be relocated and reconstructed to accommodate additional lanes. There is a proposal to remove ramps at Avenue 304. Also, there would be extensive impacts from ROW acquisition to the community of Goshen. At the Kings River crossing there are significant concerns for riparian species.

Detailed view of Fresno Urban Area



Map Detail of Segments 20-30 on SR 99

Segments 20-30: Tulare County Line to Madera County Line-Fresno County

Begins: At the Tulare County line

Ends: At the San Joaquin River crossing in northern Fresno County

Land Use: Segments 20-30 consist of agricultural lands intertwined with the cities of Kingsburg, Selma, Fowler, and Fresno.

Facility: The highway is a 6-lane freeway throughout its extent except for both southern and northern areas; from Tulare County to Route 43 (PM 6.43/KP 10.35) and from Ashlan Avenue (PM 26.73/KP 43.01) to Madera County, Route 99 is a 4-lane freeway.

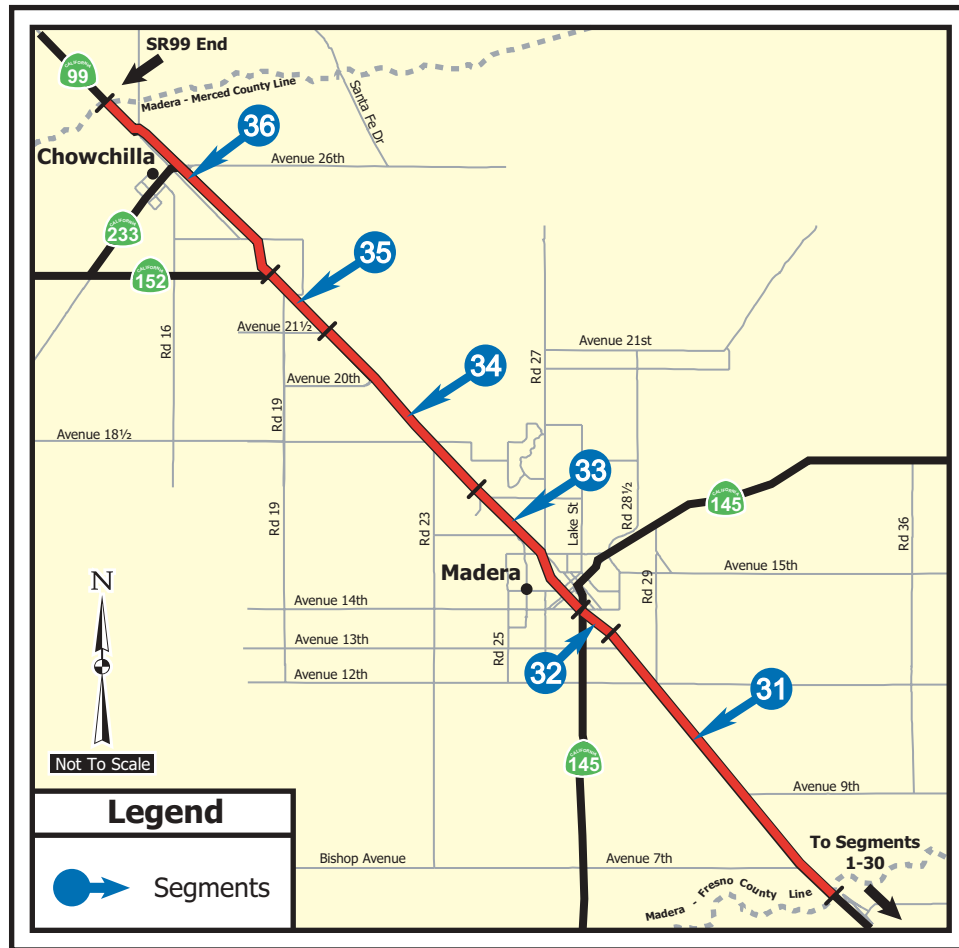
Interchanges:

Connections (south to north) occur at State Routes 201 and 43, as well as freeway-to-freeway interchange connections at SR 41 and 180.

There are many ramps and bridges along this section which do not meet current standards. There are auxiliary lanes in the area between Jensen and California Avenues, both northbound and southbound. A freeway-to-freeway interchange connection is being constructed for the Route 180 West project, which is scheduled to be completed by November 2003.

Environmental/Historical Resources: Issues include traffic noise, aesthetic impacts and ROW concerns in the urbanized areas at the expansion of the Fresno 180 West Freeway project. Right-of-way acquisition may be cost prohibitive and environmentally significant. Retaining walls may be built to mitigate some of the impacts. There would also be riparian concerns at the San Joaquin River crossing.





Map Detail of Segments 31-36 on SR 99

Segments 31-36: Fresno County Line to Merced County Line-Madera County

Begins: At the Fresno County line

Ends: Near Chowchilla at the Chowchilla River

Land Use: Agricultural lands border the highway, except in the cities of Madera and Chowchilla.

Facility: Most of the highway is a 4-lane freeway, except for a short section (3.0 mi/4.8 km) where a 4-lane expressway exists between Avenue 20 and Route 152 (Fairmead area).

Interchange(s):

Interchange connections which do not meet current standards occur at State Routes 145 and 233, except for the freeway-to-freeway interchange connection with Route 152. The future construction of SR 152 would complete the continuity from eastbound SR 152 to northbound SR 99. There are auxiliary lanes on both southbound and northbound Route 99 to the SR 152 interchange.

Environmental/Historical Resources: Environmental issues related to widening would involve stream crossings, vernal pools, removal of existing landscaping, and traffic noise impacts near developed areas.

Conversion of the expressway-to-freeway would result in impacts to the community of Fairmead, including the Mammoth Orange restaurant, and other environmental considerations.

In Madera County, a pine tree, representing the northern half of the State, and a palm tree, representing the southern half of the State, marked the halfway point when SR 99 stretched the length of the State.



V. Concept Rationale

Route Concept LOS:

Rural: LOS C is assigned to the rural portions of Route 99 because of the high traffic volumes and the regional and statewide importance of this corridor.

Urban: LOS D is assigned to the Bakersfield, Visalia, and Fresno areas due to the urbanized nature of these segments. LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and increased construction complexity.



Concept Facility is a minimum of a 6-lane freeway throughout District 6; in Fresno heavy traffic volumes dictate additional capacity.

Concept Facility: The Concept Facility for SR 99 is a minimum 6-lane freeway (6F) throughout District 6 within 25 years, which is consistent with District policy to complete a 6-lane system and also with the Interregional Transportation Strategic Improvement Plan for Route 99. Widening to 6 lanes is also consistent with Caltrans District 10 at the Madera/Merced County line (LOS C for 6 lanes in 25 years).

The Ultimate Facility beyond 25 years is generally 6F plus auxiliary lanes, however, it can be up to 8 lanes (8F) plus auxiliary lanes. The 8F concept is predominant in the Bakersfield area where there are already 8 lanes or adequate right-of-way already exists to accommodate lane expansion. Where severe displacement of existing development would occur, 6

lanes plus auxiliary lanes would be allowed rather than 8 lanes, particularly in the urban areas. Due to air quality concerns, High Occupancy Vehicle Lanes (HOV) are being studied as a possible mitigation measure.

VI. State Route 99 Transportation Concept Report Summary Chart

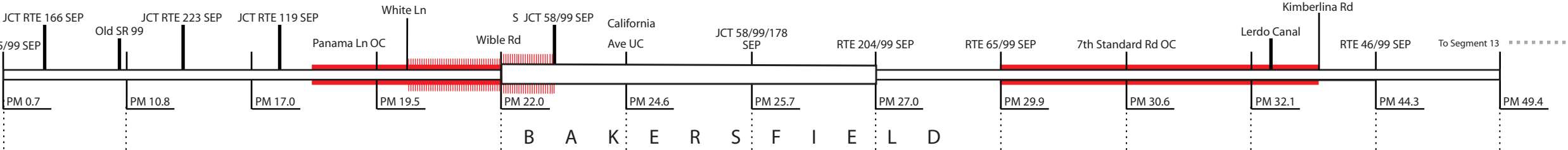
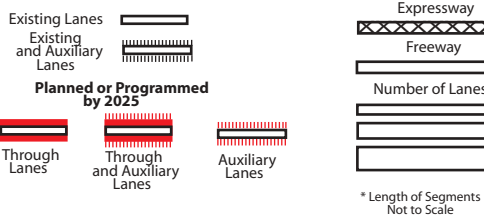
The 6-page Summary Chart on pages 16-21 indicate that SR 99 is divided into 36 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. The Chart also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features, City/County boundaries, and current highway geometrics

(conventional highway, expressway, freeway, etc). A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and general plan information. Segments 1-12 are on pages 16-17, Segments 13-24 are on pages 18-19, and Segments 25-35 are on pages 20-21.

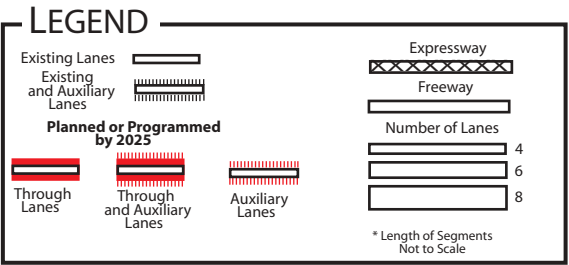


Note: Graph Not To Scale

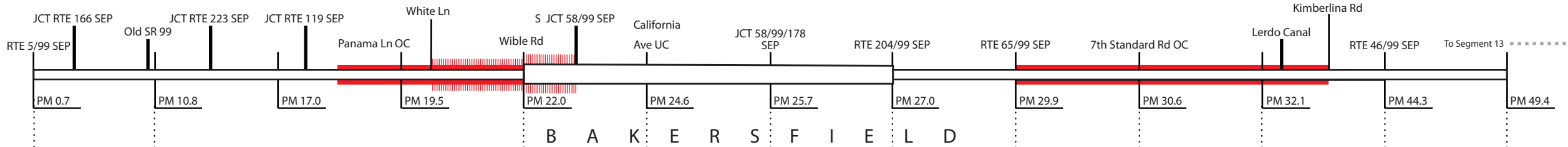
LEGEND



<p>Segment: Is self-explanatory except for several data sets:</p> <p>Rural/Urban: Indicates whether the segment is in a rural area or city limits.</p> <p>Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.</p> <p>ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.</p> <p>Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.</p> <p>Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.</p> <p>Facility: Shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.</p> <p>LOS: The current (2003) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025 Caltrans.</p> <p>Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.</p> <p>Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).</p> <p>AADT: Signifies Annual Average Daily Traffic.</p> <p>Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.</p> <p>% Trucks: Shows the percent of trucks for AADT and Peak Hour.</p> <p>* Deficient No project recommended</p> <p>** Deficient: Concept facility does not meet concept LOS</p> <p>*** Calculated at 6F</p> <p>N/A: No project recommended</p> <p>N/A*: No project - deficient</p> <p>Note: Segment 35 to be converted to freeway.</p>	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
	County / Route	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99
	Description Begin	RTE 5/99 SEP	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION
	Description End	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION	0.1 MI (0.16 KM) N OF SHERWOOD AVE
	Postmile Limits Begin/End	L 0.7 / 10.8	10.8 / 17.0	17.0 / 19.5	19.5 / 22.0	22.0 / 24.6	24.6 / 25.7	25.7 / 27.0	27.0 / R 29.9	R 29.9 / R 30.6	R 30.6 / 32.1	32.1 / 44.3	44.3 / 49.4
	Kilopost Limits Begin/End	1.1 KP / 17.4 KP	17.4 KP / 27.4 KP	27.4 KP / 31.4 KP	31.4 KP / 35.4 KP	35.4 KP / 39.6 KP	39.6 KP / 41.4 KP	41.4 KP / 43.5 KP	43.5 KP / 48.1 KP	48.1 KP / 49.2 KP	49.2 KP / 51.7 KP	51.7 KP / 71.3 KP	71.3 KP / 79.5 KP
	Length (MI/KM)	10.1 MI / 16.3 KM	6.2 MI / 10.0 KM	2.5 MI / 4.0 KM	2.5 MI / 4.0 KM	2.6 MI / 4.2 KM	1.1 MI / 1.8 KM	1.3 MI / 2.1 KM	2.9 MI / 4.7 KM	0.7 MI / 1.1 KM	1.5 MI / 2.4 KM	12.2 MI / 19.6 KM	5.1 MI / 8.2 KM
	Rural / Urban	RURAL	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL
	Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
	ROW: Range Existing (FT)	185.0 / 200.0 FT	175.0 / 190.0 FT	190.0 / 195.0 FT	190.0 / 250.0 FT	220.0 / 290.0 FT	255.0 / 320.0 FT	190.0 / 270.0 FT	180.0 / 240.0 FT	200.0 / 200.0 FT	170.0 / 170.0 FT	160.0 / 200.0 FT	160.0 / 230.0 FT
	ROW: Range Existing (M)	56.4 / 61.0 M	53.3 / 57.9 M	57.9 / 59.4 M	57.9 / 76.2 M	67.1 / 88.4 M	77.7 / 97.5 M	57.9 / 82.3 M	54.9 / 73.2 M	61.0 / 61.0 M	51.8 / 51.8 M	48.8 / 61.0 M	48.8 / 70.1 M
	Median Range (FT)	36.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	34.0 / 46.0 FT	34.0 / 65.0 FT	29.0 / 65.0 FT
	Median Range (M)	11.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	6.7 / 6.7 M	6.7 / 6.7 M	6.7 / 6.7 M	14.0 / 14.0 M	14.0 / 14.0 M	10.4 / 14.0 M	10.4 / 19.8 M	8.8 / 19.8 M
	Shoulder Range (FT)	2.0 / 10.0 FT	10.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	2.0 / 20.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 10.0 FT	5.0 / 10.0 FT
	Shoulder Range (M)	0.6 / 3.0 M	3.0 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	0.6 / 6.1 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 3.0 M	1.5 / 3.0 M
	Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
	Ultimate ROW (FT/M)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M
	Facility: Existing	6F	6F	6F	6F	8F	8F	8F	6F	6F	6F	6F	6F
	2025 Concept	6F	6F	6F	6F+AUX	8F+AUX	8F	8F	8F	8F	8F	8F	8F
	UTC	8F	8F	8F	8F	8F+AUX	8F + AUX	8F + AUX	8F	8F	8F	8F	8F
	LOS: 2003	B	B	B	C	C	C	C	C	C	C	B	B
	2010 / 2025	C / D	B / D	B / D	C / E	D / F	D / F	C / E	D / F	C / F	D / F	C / E	B / D
	2025 Concept	C	C	D	D	D	D	D	D	D	C	C	C
	Deficiency/Year Deficient	2025	2025	N/A	2025	2025	2025	2025	2025	2025	2010	2025	2025
	Project in STIP/RTP (Y/N)	NO	NO	YES	YES	YES	NO	YES	NO	YES	YES	YES	NO
	LOS W/ Concept Improvement	N/A*	N/A*	N/A	D	D	N/A*	N/A*	E**	D	D**	C	N/A*
	Directional Split (Peak Hour)	51/49	51/49	51/49	51/49	55/45	54/46	53/47	53/47	53/47	53/47	53/47	54/46
	AADT: 2003	32,000	31,000	44,000	69,700	108,000	109,000	82,000	73,600	59,700	56,000	50,500	39,400
	2010 / 2025	43,400 / 68,600	41,700 / 64,900	56,900 / 83,600	85,800 / 117,100	130,400 / 171,700	131,600 / 174,500	101,900 / 141,300	96,000 / 143,500	79,500 / 121,800	74,500 / 114,200	68,500 / 108,300	53,500 / 84,500
	Peak Hour: 2003	2,266	2,195	2,336	3,513	5,346	5,995	4,510	4,122	3,224	3,343.2	2,545	2,021
	2010 / 2025	3,080 / 4,860	2,950 / 4,600	3,020 / 4,440	4,330 / 5,900	6,450 / 8,500	7,240 / 9,600	5,610 / 7,770	5,380 / 8,040	4,290 / 6,580	4,450 / 6,820	3,450 / 5,460	2,740 / 4,340
	% Trucks: AADT / Peak Hour	28 / 24 %	28 / 24 %	28 / 24 %	22 / 20 %	20 / 15 %	21 / 18 %	28 / 21 %	28 / 21 %	28 / 21 %	28 / 21 %	28 / 21 %	29 / 22 %



Note: Graph Not To Scale



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

NTN (National Truck Network): A list of truck route segments and their truck access designations with each segment's beginning and ending post miles, and beginning and ending cross streets. (STAA: Surface Transportation Assistance Act).

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

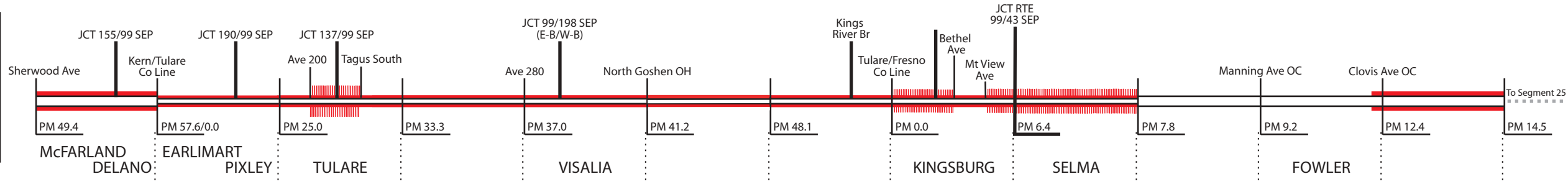
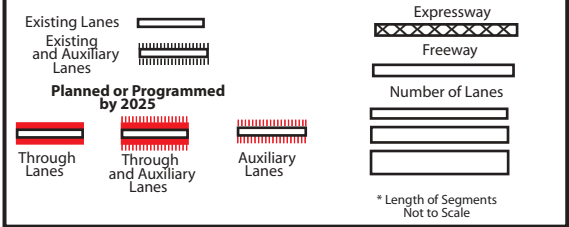
Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99
Description Begin	RTE 5/99 SEP	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION
Description End	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION	0.1 MI (0.16 KM) N OF SHERWOOD AVE
Postmile Limits Begin/End	0.7 / 10.8	10.8 / 17.0	17.0 / 19.5	19.5 / 22.0	22.0 / 24.6	24.6 / 25.7	25.7 / 27.0	27.0 / 29.9	29.9 / 30.6	30.6 / 32.1	32.1 / 44.3	44.3 / 49.4
Kilopost Limits Begin/End	1.1 KP / 17.4 KP	17.4 KP / 27.4 KP	27.4 KP / 31.4 KP	31.4 KP / 35.4 KP	35.4 KP / 39.6 KP	39.6 KP / 41.4 KP	41.4 KP / 43.5 KP	43.5 KP / 48.1 KP	48.1 KP / 49.2 KP	49.2 KP / 51.7 KP	51.7 KP / 71.3 KP	71.3 KP / 79.5 KP
Length (MI/KM)	10.1 MI / 16.3 KM	6.2 MI / 10.0 KM	2.5 MI / 4.0 KM	2.5 MI / 4.0 KM	2.6 MI / 4.2 KM	1.1 MI / 1.8 KM	1.3 MI / 2.1 KM	2.9 MI / 4.7 KM	0.7 MI / 1.1 KM	1.5 MI / 2.4 KM	12.2 MI / 19.6 KM	5.1 MI / 8.2 KM
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Lifeline (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
NTN (Yes: STAA, TA=Terminal Access) or No	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway
General Plan/RTP LOS Standard	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E
Bike Use Allowed (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Biological Resource Sensitivity (Y/N)	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Historical Resources Present (Y/N)	YES	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO



Note: Graph Not To Scale

LEGEND

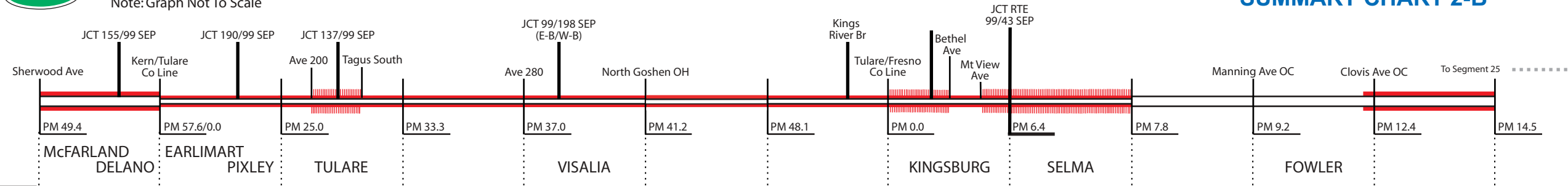
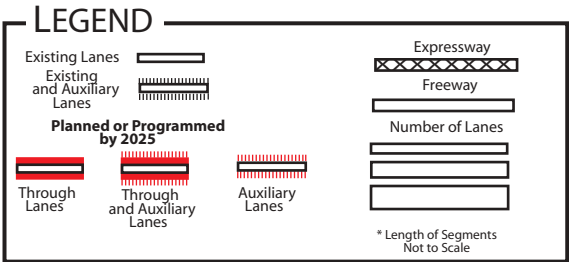


<p>Segment: Is self-explanatory except for several data sets:</p> <p>Rural/Urban: Indicates whether the segment is in a rural area or city limits.</p> <p>Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.</p> <p>ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.</p> <p>Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.</p> <p>Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.</p> <p>Facility: Shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.</p> <p>LOS: The current (2003) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025 Caltrans.</p> <p>Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.</p> <p>Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).</p> <p>AADT: Signifies Annual Average Daily Traffic.</p> <p>Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.</p> <p>% Trucks: Shows the percent of trucks for AADT and Peak Hour.</p> <p>* Deficient No project recommended</p> <p>** Deficient: Concept facility does not meet concept LOS</p> <p>*** Calculated at 6F</p> <p>N/A: No project recommended</p> <p>N/A*: No project - deficient</p> <p>Note: Segment 35 to be converted to freeway.</p>	SEGMENT	13	14	15	16	17	18	19	20	21	22	23	24
	County / Route	KERN / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99
	Description Begin	0.1 MI (0.16 KM) N OF SHERWOOD AVE	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC
	Description End	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC	AMERICAN AVE OC
	Postmile Limits Begin/End	49.4 / 57.6	0.0 / 25.0	25.0 / 33.3	33.3 / 37.0	37.0 / 41.2	41.2 / 48.1	48.1 / R 53.9	R 0.0 / 6.4	6.4 / 7.8	7.8 / 9.2	9.2 / 12.4	12.4 / 14.5
	Kilopost Limits Begin/End	79.5 KP / 92.7 KP	0.0 KP / 40.2 KP	40.2 KP / 53.6 KP	53.6 KP / 59.5 KP	59.5 KP / 66.3 KP	66.3 KP / 77.4 KP	77.4 KP / 86.7 KP	0.0 KP / 10.3 KP	10.3 KP / 12.6 KP	12.6 KP / 14.8 KP	14.8 KP / 20.0 KP	20.0 KP / 23.3 KP
	Length (MI/KM)	8.2 MI / 13.2 KM	25.0 MI / 40.2 KM	8.3 MI / 13.4 KM	3.7 MI / 6.0 KM	4.2 MI / 6.8 KM	6.9 MI / 11.1 KM	5.8 MI / 9.3 KM	6.4 MI / 10.3 KM	1.4 MI / 2.3 KM	1.4 MI / 2.3 KM	3.2 MI / 5.1 KM	2.1 MI / 3.4 KM
	Rural / Urban	URBAN	RURAL	URBAN	RURAL	URBAN	RURAL	RURAL	URBAN	URBAN	RURAL	RURAL	RURAL
	Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
	ROW: Range Existing (FT)	160.0 / 175.0 FT	160.0 / 250.0 FT	160.0 / 200.0 FT	156.0 / 166.0 FT	156.0 / 170.0 FT	166.0 / 178.0 FT	166.0 / 210.0 FT	176.0 / 230.0 FT	208.0 / 216.0 FT	190.0 / 199.0 FT	160.0 / 210.0 FT	190.0 / 190.0 FT
	ROW: Range Existing (M)	48.8 / 53.3 M	48.8 / 76.2 M	48.8 / 61.0 M	47.5 / 50.6 M	47.5 / 51.8 M	50.6 / 54.3 M	50.6 / 64.0 M	53.6 / 70.1 M	63.4 / 65.8 M	57.9 / 60.7 M	48.8 / 64.0 M	57.9 / 57.9 M
	Median Range (FT)	46.0 / 46.0 FT	34.0 / 66.0 FT	42.0 / 99.0 FT	34.0 / 46.0 FT	35.0 / 94.0 FT	35.0 / 65.0 FT	39.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT
	Median Range (M)	14.0 / 14.0 M	10.4 / 20.1 M	12.8 / 30.2 M	10.4 / 14.0 M	10.7 / 28.7 M	10.7 / 19.8 M	11.9 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M
	Shoulder Range (FT)	2.0 / 8.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 9.0 FT	1.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 16.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT
	Shoulder Range (M)	0.6 / 2.4 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 2.7 M	0.3 / 3.0 M	0.6 / 3.0 M	0.6 / 4.9 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M
	Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
	Ultimate ROW (FT/M)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M
	Facility: Existing	6F	4F	4F	4F	4F	5F***	4F	4F	6F	6F	6F	6F
	2025 Concept	8F	6F	6F + AUX	6F	6F	6F	6F	6F + AUX	6F + AUX	6F	8F	8F
	UTC	8F	8F	6F + AUX	8F	8F	8F	8F	6F + AUX	6F + AUX	8F	8F	8F
	LOS: 2003	B	C	C	C	C	B	C	D	D	C	C	C
	2010 / 2025	B / C	D / F	D / F	C / F	C / F	B / C	C / E	F / F	F / F	C / E	D / F	C / E
	2025 Concept	C	C	C	D	D	C	C	D	C	D	D	D
	Deficiency/Year Deficient	N/A	2010	2010	2025	2025	N/A	2025	2010	2003	2025	2025	2025
	Project in STIP/RTP (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES
	LOS W/ Concept Improvement	C	D**	C	C	C	N/A	C	D	C	N/A*	D	C
	Directional Split (Peak Hour)	51/49	54/46	52/48	53/47	51/49	52/48	52/48	52/48	55/45	55/45	56/44	56/44
	AADT: 2003	38,000	32,700	36,500	37,000	42,200	43,000	44,100	46,700	63,000	63,000	71,600	63,000
	2010 / 2025	49,600 / 74,000	40,300 / 54,600	46,300 / 65,700	46,900 / 67,000	54,600 / 80,600	50,900 / 66,200	51,700 / 65,700	60,400 / 88,700	79,900 / 114,000	79,900 / 114,000	89,000 / 123,400	78,300 / 108,600
	Peak Hour: 2003	2,166	2,609	2,610	2,157	2,152	2,279	2,381	3,276	3,119	3,119	3,609	3,175
	2010 / 2025	2,830 / 4,220	3,200 / 4,360	3,310 / 4,700	2,740 / 3,900	2,780 / 4,110	2,700 / 3,510	2,790 / 3,550	4,240 / 6,220	3,960 / 5,640	3,960 / 5,640	4,490 / 6,220	3,950 / 5,490
	% Trucks: AADT / Peak Hour	26 / 22 %	26 / 22 %	28 / 23 %	28 / 24 %	28 / 24 %	28 / 24 %	28 / 24 %	28 / 24 %	28 / 20 %	28 / 20 %	25 / 20 %	23 / 19 %



Note: Graph Not To Scale

SUMMARY CHART 2-B



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

NTN (National Truck Network): A list of truck route segments and their truck access designations with each segment's beginning and ending post miles, and beginning and ending cross streets. (STAA: Surface Transportation Assistance Act).

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	13	14	15	16	17	18	19	20	21	22	23	24
County / Route	KERN / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99
Description Begin	0.1 MI (0.16 KM) N OF SHERWOOD AVE	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC
Description End	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC	AMERICAN AVE OC
Postmile Limits Begin/End	49.4 / 57.6	0.0 / 25.0	25.0 / 33.3	33.3 / 37.0	37.0 / 41.2	41.2 / 48.1	48.1 / 53.9	0.0 / 6.4	6.4 / 7.8	7.8 / 9.2	9.2 / 12.4	12.4 / 14.5
Kilopost Limits Begin/End	79.5 KP / 92.7 KP	0.0 KP / 40.2 KP	40.2 KP / 53.6 KP	53.6 KP / 59.5 KP	59.5 KP / 66.3 KP	66.3 KP / 77.4 KP	77.4 KP / 86.7 KP	0.0 KP / 10.3 KP	10.3 KP / 12.6 KP	12.6 KP / 14.8 KP	14.8 KP / 20.0 KP	20.0 KP / 23.3 KP
Length (MI/KM)	8.2 MI / 13.2 KM	25.0 MI / 40.2 KM	8.3 MI / 13.4 KM	3.7 MI / 6.0 KM	4.2 MI / 6.8 KM	6.9 MI / 11.1 KM	5.8 MI / 9.3 KM	6.4 MI / 10.3 KM	1.4 MI / 2.3 KM	1.4 MI / 2.3 KM	3.2 MI / 5.1 KM	2.1 MI / 3.4 KM
Functional Classification	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Lifeline (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
NTN (Yes: STAA, TA=Terminal Access) or No	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
General Plan/RTP Standard Highway Classification	Freeway	State Hwy, N/S Regional Corridor Fwy	Freeway	State Hwy, N/S Regional Corridor Fwy	Freeway	State Hwy, N/S Regional Corridor Fwy	State Hwy, N/S Regional Corridor Fwy	Freeway	Freeway	Freeway	Freeway	Freeway
General Plan/RTP LOS Standard	Kern County LOS for CMP and RTP Regionally Significant System - E	Tulare County RTP: LOS D for rural areas	Tulare County RTP: LOS E for urban areas	Tulare County RTP: LOS D for rural areas	City of Tulare General Plan: LOS D	Tulare County RTP: LOS D for rural areas	Tulare County RTP: LOS D for rural areas	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D
Bike Use Allowed (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Biological Resource Sensitivity (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	N/A
Historical Resources Present (Y/N)	NO	NO	NO	NO	YES	YES	YES	YES	NO	NO	NO	NO



LEGEND

Existing Lanes

Existing and Auxiliary Lanes

Planned or Programmed by 2025

Through Lanes

Through and Auxiliary Lanes

Auxiliary Lanes

Expressway

Freeway

Number of Lanes

4

6

8

* Length of Segments Not to Scale

Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2003) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AA DT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AA DT and Peak Hour.

*** Deficient** No project recommended

**** Deficient:** Concept facility does not meet concept LOS

***** Calculated at 6F**

N/A: No project recommended

N/A*: No project - deficient

Note: Segment 35 to be converted to freeway.

SEGMENT	25	26	27	28	29	30	31	32	33	34	35	36
County / Route	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99
Description Begin	AMERICAN AVE OC	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W
Description End	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W	MERCED COUNTY LINE
Postmile Limits Begin/End	14.5 / 18.5	18.5 / 19.3	19.3 / 22.1	22.1 / 23.3	23.3 / 26.6	26.6 / 31.6	0.0 / 9.0	9.0 / 10.3	10.3 / R 14.5	R 14.5 / 19.9	19.9 / 22.7	22.7 / 29.4
Kilopost Limits Begin/End	23.3 KP / 29.8 KP	29.8 KP / 31.1 KP	31.1 KP / 35.6 KP	35.6 KP / 37.5 KP	37.5 KP / 42.8 KP	42.8 KP / 50.9 KP	0.0 KP / 14.5 KP	14.5 KP / 16.6 KP	16.6 KP / 23.3 KP	23.3 KP / 32.0 KP	32.0 KP / 36.5 KP	36.5 KP / 47.3 KP
Length (MI/KM)	4.0 MI / 6.4 KM	0.8 MI / 1.3 KM	2.8 MI / 4.5 KM	1.2 MI / 1.9 KM	3.3 MI / 5.3 KM	5.0 MI / 8.0 KM	9.0 MI / 14.5 KM	1.3 MI / 2.1 KM	4.2 MI / 6.8 KM	5.4 MI / 8.7 KM	2.8 MI / 4.5 KM	6.7 MI / 10.8 KM
Rural / Urban	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	URBAN	URBAN	URBAN	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	190.0 / 200.0 FT	200.0 / 230.0 FT	160.0 / 270.0 FT	160.0 / 200.0 FT	140.0 / 200.0 FT	180.0 / 200.0 FT	150.0 / 176.0 FT	154.0 / 180.0 FT	160.0 / 210.0 FT	210.0 / 220.0 FT	160.0 / 220.0 FT	160.0 / 220.0 FT
ROW: Range Existing (M)	57.9 / 61.0 M	61.0 / 70.1 M	48.8 / 82.3 M	48.8 / 61.0 M	42.7 / 61.0 M	54.9 / 61.0 M	45.7 / 53.6 M	46.9 / 54.9 M	48.8 / 64.0 M	64.0 / 67.1 M	48.8 / 67.1 M	48.8 / 67.1 M
Median Range (FT)	46.0 / 46.0 FT	46.0 / 46.0 FT	16.0 / 46.0 FT	16.0 / 16.0 FT	16.0 / 36.0 FT	36.0 / 60.0 FT	32.0 / 46.0 FT	32.0 / 40.0 FT	32.0 / 80.0 FT	46.0 / 94.0 FT	46.0 / 46.0 FT	39.0 / 46.0 FT
Median Range (M)	14.0 / 14.0 M	14.0 / 14.0 M	4.9 / 14.0 M	4.9 / 4.9 M	4.9 / 11.0 M	11.0 / 18.3 M	9.8 / 14.0 M	9.8 / 12.2 M	9.8 / 24.4 M	14.0 / 28.7 M	14.0 / 14.0 M	11.9 / 14.0 M
Shoulder Range (FT)	2.0 / 8.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 17.0 FT	2.0 / 17.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	4.0 / 10.0 FT
Shoulder Range (M)	0.6 / 2.4 M	1.5 / 3.0 M	1.5 / 3.0 M	0.6 / 3.0 M	0.6 / 5.2 M	0.6 / 5.2 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	1.2 / 3.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	219.0 FT / 66.8 M	219.0 FT / 66.8 M	218.0 FT / 66.4 M
Facility: Existing	6F	6F	6F	6F	6F	4F	4F	4F	4F	4F	4E	4F
2025 Concept	8F	6F + AUX	6F + AUX	6F + AUX	8F	6F + AUX	6F	6F + AUX	6F + AUX	6F	6F	6F
UTC	8F	8F + AUX	8F + AUX	8F + AUX	8F	6F + AUX	8F	6F + AUX	6F + AUX	8F	8F	8F
LOS: 2003	C	D	C	C	C	B	C	C	C	C	C	B
2010 / 2025	C / E	E / F	D / F	D / F	C / F	C / D	E / F	F / F	F / F	E / F	F / F	C / E
2025 Concept	D	D	D	D	D	D	D	D	D	F**	F**	C
Deficiency/Year Deficient	2025	2010	2025	2025	2025	N/A	2010	2010	2010	2010	2010	2025
Project in STIP/RTP (Y/N)	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
LOS W/ Concept Improvement	C	E**	D	E**	D	D	F**	C	D**	F**	F**	D**
Directional Split (Peak Hour)	56/44	56/44	56/44	56/44	54/46	55/45	55/45	56/44	57/43	57/43	57/43	57/43
AA DT: 2003	68,500	96,700	73,700	86,000	65,300	51,400	52,200	45,000	51,400	48,200	47,500	31,900
2010 / 2025	84,300 / 115,200	117,900 / 158,700	96,200 / 143,000	103,800 / 138,500	84,400 / 124,100	71,800 / 118,200	70,800 / 111,200	72,800 / 114,500	79,300 / 121,100	72,400 / 108,500	71,600 / 107,800	46,100 / 67,500
Peak Hour: 2003	3,452	4,874	3,714	4,334	3,291	2,776	2,871	2,475	2,591	2,473	2,437	1,636
2010 / 2025	4,250 / 5,800	5,940 / 8,000	4,850 / 7,210	5,230 / 6,980	4,260 / 6,250	3,880 / 6,390	3,900 / 6,160	4,060 / 6,440	4,180 / 6,570	3,850 / 5,910	3,810 / 5,880	2,450 / 3,660
% Trucks: AA DT / Peak Hour	20 / 15 %	17 / 10 %	18 / 10 %	19 / 10 %	19 / 10 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	24 / 14 %



Note: Graph Not To Scale

Madera/Merced Co Line

LEGEND

Existing Lanes

Existing and Auxiliary Lanes

Planned or Programmed by 2025

Through Lanes

Through and Auxiliary Lanes

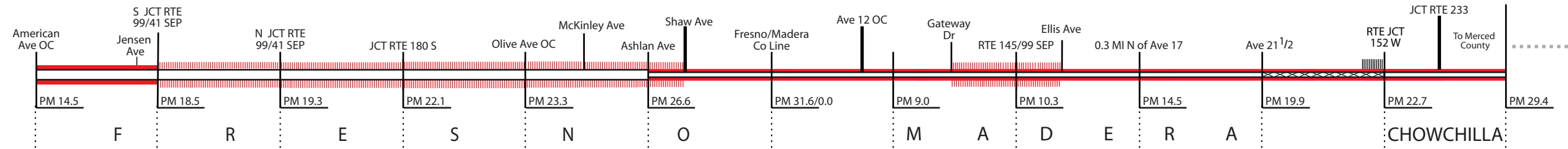
Auxiliary Lanes

Expressway

Freeway

Number of Lanes

* Length of Segments Not to Scale



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ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	25	26	27	28	29	30	31	32	33	34	35	36	
County / Route	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99
Description Begin	AMERICAN AVE OC	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W	
Description End	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W	MERCED COUNTY LINE	
Postmile Limits Begin/End	14.5 / 18.5	18.5 / 19.3	19.3 / 22.1	22.1 / 23.3	23.3 / 26.6	26.6 / 31.6	0.0 / 9.0	9.0 / 10.3	10.3 / 14.5	14.5 / 19.9	19.9 / 22.7	22.7 / 29.4	
Kilopost Limits Begin/End	23.3 KP / 29.8 KP	29.8 KP / 31.1 KP	31.1 KP / 35.6 KP	35.6 KP / 37.5 KP	37.5 KP / 42.8 KP	42.8 KP / 50.9 KP	0.0 KP / 14.5 KP	14.5 KP / 16.6 KP	16.6 KP / 23.3 KP	23.3 KP / 32.0 KP	32.0 KP / 36.5 KP	36.5 KP / 47.3 KP	
Length (MI/KM)	4.0 MI / 6.4 KM	0.8 MI / 1.3 KM	2.8 MI / 4.5 KM	1.2 MI / 1.9 KM	3.3 MI / 5.3 KM	5.0 MI / 8.0 KM	9.0 MI / 14.5 KM	1.3 MI / 2.1 KM	4.2 MI / 6.8 KM	5.4 MI / 8.7 KM	2.8 MI / 4.5 KM	6.7 MI / 10.8 KM	
Functional Classification	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P) & Principal Arterial	
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
Lifeline (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	
NTN (Yes: STAA, TA=Terminal Access) or No	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Exp	State Hwy/Fwy	
General Plan/RTP LOS Standard	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	City of Fresno GP: LOS D	Madera County RTP: LOS C	City of Madera GP: LOS D	City of Madera GP: LOS D	City of Madera GP: LOS D	Madera County RTP: LOS C	Madera County RTP: LOS C	
Bike Use Allowed (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
Biological Resource Sensitivity (Y/N)	N/A	N/A	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO	
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	YES	YES	YES	NO	NO	YES	YES	

VII. A Review of Route 99 Performance: Current and Future

As of the year 2003, Route 99 is operating at LOS C or LOS D for most of its length; in southern Kern County, there are segments operating at LOS B. By the years 2010 and 2025, the LOS will likely deteriorate on all segments due to increased interregional and statewide travel. With a few exceptions, the route is projected to operate at LOS E or F by the year 2025 with no improvements. However, with planned ITSP and RTP capacity-increasing projects there will be significant LOS improvements throughout the route. This is based upon current projections of expected fund availability.

There are only a few segments where the Route Concept LOS *will be met* (with or without improvements) in the year 2025: Segments 3, 4, 9, 11, and 13 in Kern County; Segments 15-19 in Tulare County; Segments 20 - 21, 23-25, 27, 29 - 30 in Fresno County; and Segments 32 - 33, and 36 in Madera County. There are also segments *without* identified improvements that will most likely be at LOS E and F by 2025.

Poor highway operating conditions will be particularly acute in the Bakersfield and Fresno areas, where local traffic, especially weaving traffic between interchanges, will exacerbate urban travel. Two prime examples are the Route 58/99 interchange in Bakersfield and the Route 99/180 interchange in Fresno. In Bakersfield, auxiliary lanes are recommended on Route 99 to alleviate traffic conflicts; in Fresno, the addition of a weaving section is recommended from Clinton Avenue south to Fresno Street. These improvements will also help improve traffic safety in these areas.

In addition to the regular maintenance and periodic operations and safety improvements completed on Route 99 (State Highway Operations Protection Program or SHOPP projects), Caltrans will continue to work toward ITS improvements such as ramp metering, changeable message signs, highway advisory radio, the 511 phone system, and other strategies to more effectively sustain and improve traffic flow, particularly in the urbanized areas.

In local areas where ramp delays or poor interchange operations occur, the MPOs are recommending interchange modifications; the Prosperity Avenue interchange in Tulare and the Shaw Avenue interchange in Fresno are two examples.

Most of Route 99 was built in the late 1950s and early 1960s to accommodate an anticipated lesser population and travel growth. Pavement distress is a prevalent condition on the highway. With the exception of most of Kern County, much of the route has ramps that do not meet current standards, as well as inadequate ROW to expand beyond six traffic lanes.

With the projected growth in statewide, interregional, and local commuter traffic, the congestion on Route 99 will continue to increase.

Over the next 25 years and beyond, Caltrans and local agencies will grapple with the question of expanding Route 99 whenever possible, or whether alternate parallel routes such as a potential new Route 65 construction to the east and/or the proposed High Speed Rail Corridor will adequately divert sufficient traffic from Route 99. Another possibility would be to have goods movement diverted through bypasses, particularly around the urban areas.



SR 99 is a vital corridor for goods movement in the Central Valley. The highway travels through numerous areas where agricultural-oriented activities are prevalent.

The State, MPOs, and local communities will need to determine how Route 99 should develop with available funding. Should the negative environmental consequences of Route 99 expansion in a community prevail? Should the statewide mobility benefits that would result take precedence? Or can there be a compromise solution?

For Route 99 to continue to be a viable statewide corridor, the concept of harmonizing its impact on the cities and communities along the corridor in District 6 must be implemented.

Also, environmental justice policies and environmental justice community input will dictate the planning for the needed expansion of Route 99, as to not overwhelm poor and minority communities. In any case, Caltrans will need to continue emphasizing the further rehabilitation, operational, and capacity improvements of Route 99, due to its statewide importance.

However, because of forecasted traffic growth and for ROW preservation, the long-range objective for SR 99 is to still build to 8 lanes, or even 8 lanes with auxiliary lanes as the UTC. An objective would be to “plan line” Route 99; that is, to establish the right-of-way and alignment along the corridor and then to adopt the plan line into State and local plans. The UTC right-of-way would vary little, but the number of lanes would depend on local/regional traffic needs, i.e., through lanes and/or auxiliary lanes, as well as funding and environmental constraints.

Currently, Districts 6 and 10 are co-sponsoring a plan for Route 99 named the “Route 99 Corridor Master Plan.” For the area from Bakersfield to Stockton, the Route 99 Master Plan’s objective is to identify current and future transportation-related needs and to determine unifying aesthetic highway treatments.

The study is expected to be completed by spring of 2004. In addition, the plan will be coordinated in conjunction with the “Highway 99 Taskforce,” an eight county effort convened by the Great Valley Center, fostering economic development and highlighting cultural and

scenic resources along the Route 99 corridor. There are also other studies related to the improvement of Route 99, including Senate Concurrent Resolution 17 (SCR 17-2002) the Global Gateways Development Program Report (January 2002), and other planning studies.

Three additional Safety Roadside Rests are under consideration for Route 99 through the Safety Roadside Rest Area Program Master Plan. Two are proposed for Kern County and one for Fresno County.

The Route 99 Beautification Project in Fresno County is an example of a “showcase” SHOPP project to clean, beautify and protect visual resources and visual aesthetics along the Route 99 corridor. It will involve landscape planting, improvement of signing and lighting, as well as the installation of Highway Mosaic Walls and color enhancement. The Metropolitan Bakersfield Freeway Beautification Plan has been proposed to achieve similar results.

The 1998 Interregional Transportation Strategic Plan will meet much of the 6-lane expansion objective for the rural areas over a 25-year period of time, and Interregional Improvement Program (IIP) funds will be the greatest source as Caltrans is primarily responsible for the highway.

Other projected financially constrained improvements to Route 99 in urbanized areas will be funded primarily by the four MPOs in the counties where Route 99 traverses and are indicated in the respective Regional Transportation Plans (RTPs).

The four MPOs are the Kern Council of Governments, the Tulare County Association of Governments, the Council of Fresno County Governments, and the Madera County Transportation Commission.

These projects will be funded through a combination of IIP, RIP (Regional Improvement Program) monies, and the Traffic Congestion Relief Program (TCRP; subject to current funding issues) administered by Caltrans.

VIII. Planned and Programmed Improvements to Route 99

The following tables on pages 24 to 33 show both the planned and programmed projects for Route 99 over the next 25 years. The planned projects include *candidate* projects for both the STIP and SHOPP, as well as ITSP and RTP projects. The programmed projects include *actual* projects in the STIP, SHOPP, or TCRP that are partially or fully funded. STIP projects are primarily capacity-increasing while SHOPP projects focus on maintenance, safety, and operational improvements.

The table shows:

1. The specific segment.
2. Route 99 Planned Projects-the listing document (RTP, ITSP, STIP Candidate, or SHOPP Candidate), description of the project, and projected completion date(s).
3. Route 99 Programmed Projects-the listing document (STIP, TCRP, SHOPP), description of the project, and projected begin and completed construction dates.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.		
Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
1 KERN PM 10.7-10.8 – KP 0.0 – 17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	There are no projects currently planned for this segment.	There are no projects currently programmed for this segment.
2 KERN PM 10.8-17.0 KP 17.4-27.4 0.1 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	There are no projects currently planned for this segment.	2002 SHOPP: KER 99 PM 13.4 – 16.7, KP 21.6 – 26.9 Near SR 223 to Houghton Rd: <i>Construct three beam median barrier</i> <i>Begin construction: 2005/2006</i> <i>Complete construction: 2006/2007</i>
3 KERN PM 17.0-19.5 KP 27.4-31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LANE OC	RTP: KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: <i>Widen from 6-lane freeway to 8-lane freeway (Future)</i>	There are no projects currently programmed for this segment
4 KERN PM 19.5-22.0 KP 31.4-35.4 PANAMA LN to WIBLE RD OC	RTP: KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: <i>Widen from 6-lane freeway to 8-lane freeway (Future)</i> 2004 SHOPP Candidate: 1. KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the SB connector to EB SR 58 and the Stockdale Hwy: <i>Construct auxiliary lanes (Future)</i> 2. KER 99 PM 20.1 – 21.6, KP 33.6 – 34.8 At White Ln: <i>Construct auxiliary lane (2011)</i>	2000 STIP: KER 99 PM 20.8 – 21.7, KP 33.5 – 34.9 At the White Ln I/C: <i>Modify I/C (Local)</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i> 2002 STIP: KER 99 PM R21.1 – R21.3, KP R33.9 – R34.3 From 0.43 KM south of White Ln OC to 0.16 KM south of White Ln OC: <i>Construct soundwall (Local Oversight)</i> <i>Begin construction: 2002/2003</i> <i>Complete construction: 2004/2005</i> 2002 SHOPP: KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of SR 65 NB offramp: <i>Replace slab and grind (Cap-M)</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i>

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
5 KERN PM 22.0-24.6 KP 35.4-39.6 Wible Road to CALIFORNIA AVE UC	RTP: KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: <i>Widen from 6-lane freeway to 8-lane freeway (Future)</i>	2002 SHOPP: KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of SR 65 NB offramp: <i>Replace slab and grind (Cap-M)</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i>
6 KERN PM 24.6-25.7 KP 39.6-41.4 CALIFORNIA AVE UC to WEST JCT RTE 99/58 SEP RTE 178	2004 SHOPP Candidate: KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the S/B connector to E/B Route 58 and the Stockdale Hwy: <i>Construct auxiliary lanes (Future)</i>	2002 SHOPP: 1. KER 99 PM 24.7 – 27.1, KP 39.8 – 43.6 From Santa Fe Railroad OC to Route 204/99 SEP: <i>Upgrade irrigation and planting</i> <i>Begin construction: 2004/2005</i> <i>Complete construction: 2008/2009</i> 2. KER 99 PM 20.9 – R29.6, KP 33.0-R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: <i>Replace slab and grind (Cap-M)</i> <i>Begin Construction: 2003/2004</i> <i>Complete Construction: 2005/2006</i>
7 KERN PM 25.7-27.0 KP 41.4-43.5 WEST JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	2004 SHOPP Candidate: KER 99 PM 25.9, KP 41.6 At the N/B offramp at Buck Owens Dr: <i>Widen offramp improvements (2009/2011)</i>	2002 SHOPP: KER 99 PM 24.7 – 27.1, KP 39.8 – 43.6 From Santa Fe Railroad OC to Route 204/99 SEP: <i>Upgrade irrigation and planting</i> <i>Begin construction: 2004/2005</i> <i>Complete construction: 2008/2009</i> 2. KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7, From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: <i>Replace slab and grind (Cap-M)</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i>
8 KERN PM 27.0-R29.9 KP 43.5-48.1 RTE 204/99 SEP to RTE 65/99 SEP	STIP Candidate: KER 99 PM 27.3, KP 43.7 At 0.6 KM N of Airport Dr and on Route 204 between 0.3 KM S of Airport Dr to Route 99: <i>Extension and connection to Route 204 (Future)</i> STIP Candidate: KER 99 PM 27.8 – 28.1, KP 44.5 – 45.9 In Bakersfield at Olive Dr: <i>Expand I/C (Future)</i>	2002 SHOPP: KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7, From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: <i>Replace slab and grind (Cap-M)</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i>
9 KERN PM R29.9-32.1 KP R49.2-51.7 RTE 65/99 SEP to 7 TH STANDARD RD OC	ITSP: KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: <i>Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)</i>	2000 TCRP/STIP: KER 99 PM 30.5 – R 31.1, KP 49.1 – R50.1, 5.8 KM north of Bakersfield at 7 th Standard Rd I/C: <i>Modify I/C (Local Oversight)</i> <i>Begin construction: 2004/2005</i> <i>Complete construction: 2007/2008</i>
10 KERN PM R30.6-32.1 7 TH STANDARD RD OC to 0.3 MI (0.48 KM) S OF LERDO CANAL	ITSP: KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: <i>Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)</i>	There are no projects currently programmed in this segment.
11 KERN PM 32.1-44.3- KP 51.7-71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	ITSP: KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: <i>Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)</i>	There are no projects currently programmed in this segment.

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
12 KERN PM 44.3-49.4 KP 71.3-79.5 RTE 46/99 SEP to 0.1 MI (0.16 KM) N OF SHERWOOD AVE	There are no projects currently planned for this segment.	2000 SHOPP: KER 99 PM R43.4, KP R69.7 Near McFarland at Famoso OH: <i>Bridge deck rehab</i> <i>Begin construction: 2002/2003</i> <i>Complete construction: 2003/2004</i>
13 KERN PM 49.4-57.6 KP 79.5-92.7 0.1 MI (0.16 KM) N OF SHERWOOD AVE to TULARE COUNTY LINE	RTP: KER 99 PM 54.5 – 57.6, KP 87.7 – 92.7 In Delano from Woollomes Ave to County Line Rd: <i>Construct ramp upgrades (2008/2013)</i> ITSP: KER 99 PM 49.4 – 57.6, KP 79.5 – 93.0 From Sherwood Ave to County Line Rd: <i>6F to 8F (2009/2020)</i> 2002 STIP Candidate: KER 99 PM 56.6, KP 91.1 At Cecil Ave OC: <i>Widen bridge (2007/2010)</i>	There are no projects currently programmed in this segment.
14 TULARE PM 0.0-25.0 KP 0-40.2 TULARE COUNTY LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	RTP, ITSP, STIP Candidate: TUL 99 PM 0.0 – 26.1, KP 0.0 – 41.9 From Kern County line to Airport OC: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F). 3 ITSP segments (2009–2020)</i> RTP: 2020; STIP Candidate: 2006 STIP	2002 SHOPP: KER 99 PM 49.4 – 57.6, KP 79.5 – 92.7 In McFarland from 0.3 KM south of Sherwood Ave to 0.2 KM north of Elmo Hwy and in Delano from 0.3 KM south of Woollomes Ave to County Line Rd: <i>Irrigation upgrade and replacement planting</i> <i>Begin construction: 2002/2003</i> <i>Complete construction: 2006/2007</i>
15 TULARE PM 25.0-33.3 KP 40.2-53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	RTP: TUL 99 PM 31.7, KP 51.0 Cartmill Rd: <i>Modify I/C (2005)</i> RTP, ITSP: TUL 99 PM 26.1 – 36.9, KP 41.9 – 59.37 From Airport OC to north of Avenue 280 OC: <i>4F – 6F ITSP: (2 segments) – 26.1 – 30.6, (2009 – 2020); 30.6 – 36.9 (1998 – 2008) RTP: 30.6-41.3 (2012)</i> RTP, ITSP, STIP Candidate: TUL 99 PM 0.0 – 26.1, KP 0.0 – 41.9 From Kern County line to Airport OC: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F). 3 ITSP segments (2009–2020) RTP: 2020</i>	2002 SHOPP: 1. TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: <i>Construct three beam median barrier</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2004/2005</i> 2. TUL 99 PM 5.6 – 19.3, KP 9.0 – 31.1 From Avenue 48 to north of Avenue 56 OC at Tipton Ave: <i>Replace planting and irrigation</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2008/2009</i>
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6 MI (0.58 KM) N OF AVE 280	RTP, ITSP: TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: <i>Widen from 4-lane freeway to 6-lane freeway (4F – 6F). RTP: 2012; ITSP: PM 30.6 – 36.9, KP 49.2 – 59.4 (1998-2008)</i> 2004 STIP Candidate: TUL 99 PM 36.4, KP 58.6 Caldwell Ave: <i>Modify I/C (Future)</i> 2004 SHOPP Candidate: TUL 99 PM 34.0 – 42.0, KP 54.7 – 60.5 From north of Avenue 64 to north of Avenue 308: <i>Crack seat, AC overlay (Future)</i>	1998 STIP: TUL 99 PM 30.6, KP 49.2 Prosperity Ave: <i>Modify I/C</i> <i>Begin construction: 2002/2003</i> <i>Complete construction: 2004/2005</i> 2002 STIP: TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: <i>4F-6F</i> <i>Begin construction: 2010/2011</i> <i>Complete construction: 2012/2013</i> <i>(cont. on next page)</i>

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6MI (0.58 KM) N OF AVE 280	(see previous page)	(cont. from previous page) 2000 SHOPP: TUL 99 PM 28.3 – 29.9, KP 45.6 – 48.11 From Bardsley Ave to Prosperity Ave: <i>Highway planting restoration</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2007/2008</i> 2002 SHOPP: TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: <i>Construct thrie beam median barrier</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2004/2005</i>
17 TULARE PM 37.0-41.2 KP 59.5-66.3 0.6 MI (0.58 KM) N OF AVE 280 to NORTH GOSHEN OH	RTP, ITSP: TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: <i>Widen from 4-lane freeway to 6-lane freeway (4F – 6F). RTP: 2012; ITSP: PM 30.6 – 36.9, KP 49.2 – 59.4 (1998-2008)</i> 2006 STIP Candidate: TUL 99 PM 41.1, KP 66.2 Betty Dr: <i>Modify I/C (Future)</i> 2004 SHOPP Candidate: TUL 99 PM 39.7 – 41.5, KP 63.9 – 66.8 In and near Goshen from Mill Ditch Creek to north of north Goshen OH: <i>Roadway enhancements (Future)</i>	2002 STIP: TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: <i>Widen from 4-lane freeway to 6-lane freeway (4F – 6F)</i> <i>Begin construction: 2010/2011</i> <i>Complete construction: 2012/2013</i> 2002 SHOPP: TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: <i>Construct thrie beam median barrier</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2004/2005</i>
18 TULARE PM 41.2-48.1 KP 66.3-77.4 NORTH GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	RTP/ITSP: TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F) (RTP: 2008, ITSP: 1998 – 2008)</i> 2002 SHOPP Candidate: TUL 99 PM 45.7 – 51.8, KP 73.5 – 83.3 From Cross Creek to Dodge Ave OC: <i>Construct thrie beam median barrier (2002 A SHOPP)</i> 2004 SHOPP Candidate: TUL 99 PM 47.0 – 53.9, KP 75.6 – 86.7 From south of Merritt Dr OC to Tulare/Fresno County line: <i>AC overlay and rehab</i>	2002 STIP: TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F)</i> <i>Begin Construction: 2010/2011</i> <i>Complete Construction: 2012/2013</i> 2002 SHOPP: TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: <i>Construct thrie beam median barrier</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2004/2005</i> 2002 SHOPP/TCRP: TUL 99 PM 40.8, KP 65.8 Near Betty Drive and Avenue 308: <i>Construct pedestrian OC</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2004/2005</i>
19 TULARE PM 48.1-R53.9 KP 77.4-R86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO COUNTY LINE	RTP/ITSP: TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to Route 201 in Fresno County: <i>Widen from 4-lane freeway to 6-lane freeway (4F – 6F), RTP: 2008, ITSP: 1998 – 2008</i> 2004 SHOPP Candidate: TUL 99 PM 47.0 – 53.9, KP 75.6 – 86.7 From south of Merritt Dr OC to Tulare/Fresno County line: <i>AC overlay and rehab (2004 SHOPP)</i>	2000 STIP: TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F)</i> <i>Begin construction: 2008/2009</i> <i>Complete construction: 2011/2012</i> 2002 SHOPP: TUL 99 PM 45.7 – 51.8, KP 73.5 – 83.3 From Cross Creek to Dodge Ave OC: <i>Construct thrie beam median barrier</i> <i>Begin construction: 2004/2005</i> <i>Complete construction: 2005/2006</i>

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
20 FRESNO PM R0.0-6.4 KP R0.0-10.3 FRESNO CO LINE to RTE 99/43 SEP	RTP: 1. FRE 99 PM 0.0-R1.0, KP 0.0-R1.6 Fresno/Tulare Co line to SR 201: <i>Widen from 4-lane freeway to 6-lane freeway (2007/2025)</i> 2. FRE 99 PM R1.0 – 7.1, KP R1.6-11.4 SR 201 to Floral Ave: <i>Widen from 4-lane freeway to 6-lane freeway (2007/2025)</i> ITSP: TUL/FRE 99 PM 41.3 – 7.1, KP 69.9 – 11.4 Goshen OH in Tulare Co to near JCT SR 201: <i>Widen from 4-lane freeway to 6-lane freeway (1998/2008)</i>	2000 STIP: TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F)</i> <i>Begin construction: 2008/2009</i> <i>Complete construction: 2011/2012</i> 2002 SHOPP: TUL 99 PM 51.9, KP 83.5 Near the city of Kingsburg at Warlow Safety Roadside Rest Area: <i>Rehabilitate SRRA</i> <i>Begin construction: 2004/2005</i> <i>Complete construction: 2006/2007</i>
21 FRESNO PM 6.4-7.8 KP 10.3-12.6 RTE 99/43 SEP to 1.3 MI (2.09 KM) N OF FLORAL AVE UC	RTP: 1. FRE 99 PM 6.5, KP 10.5 At Floral Ave: <i>Modify Floral Ave I/C (2007 – 2025)</i> 2. FRE 99 PM R1.0 – 7.1, KP R1.6 – 11.4 SR 201 to near Floral Ave: <i>Widen from 4-lane freeway to 6-lane freeway (2006)</i> ITSP: FRE 1.0 – 7.1, KP 1.6 – 11.4 Goshen OH in Tulare Co to near JCT SR 201: <i>Widen from 4-lane freeway to 6-lane freeway (1998/2008)</i> 2004 SHOPP Candidate: FRE 99 PM R7.1- R10.7, KP R11.4-R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: <i>PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)</i>	1998 STIP/2000 TCRP: FRE 99 PM R1.0 – 7.1, KP R1.6 – 11.4 SR 201 to Floral Ave OC: <i>Widen from 4-lane freeway to 6-lane freeway</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2006/2007</i> 2000 STIP: TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F)</i> <i>Begin construction: 2008/2009</i> <i>Complete construction: 2011/2012</i> 2000 SHOPP: FRE 99 PM R3 – 31.4, KP R6.0 – 50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i>
22 FRESNO PM 7.8-9.2 KP 12.6-14.8 1.3 MI (2.09 KM) N OF FLORAL AVE UC to MANNING AVE OC	2004 SHOPP Candidate: FRE 99 PM R7.1 – R10.7, KP R11.4 – R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: <i>PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)</i>	1998 STIP/2000 TCRP: FRE 99 PM R1.0 – R7.1, KP R1.6 – R11.4 SR 201 to Floral Ave OC: <i>Widen from 4-lane freeway to 6-lane freeway</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2006/2007</i> 2000 SHOPP: FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i>
23 FRESNO PM 9.2-12.4 KP 14.8-20 MANNING AVE OC to CLOVIS AVE UC	2004 SHOPP Candidate: FRE 99 PM R7.1 – R10.7, KP R11.4 – R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: <i>PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)</i> STIP Candidate: FRE 99 PM 9.2 – 12.2, KP 14.8 – 19.6 Manning Ave to Clovis Ave: <i>6F – 8F (Future)</i>	2000 SHOPP: FRE 99 PM R3.7 – 31.4, KP R6.0 -50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i> 2000 SHOPP: FRE 99 PM 10.7 - 15.9, KP 17.2 - 25.6 Near Fowler from Merced St to Central Ave OC: <i>AC overlay, crack seat, and widen shoulders</i> <i>Begin construction: 2005/2006</i> <i>Complete construction: 2006/20074</i>

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.		
Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
24 FRESNO PM 12.4-14.5 KP 20.0-23.3 CLOVIS AVE UC to AMERICAN AVE OC	RTP: FRE 99 PM 14.5, KP 22.3 At American Ave: <i>Add on- and off-ramps to I/C (2009)</i> STIP Candidate: FRE 99 PM 12.2 – 16.9, KP 19.6 – 27.1: Clovis Ave to Cedar Ave, 6F – 8F (Future)	2000 SHOPP: FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i> 2000 SHOPP: FRE 99 PM 10.7 – 15.9, KP 17.2 – 25.6 From Merced St to Central Avenue: <i>Rehabilitate roadway</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i> 2000 SHOPP: FRE 99 PM 10.7 - 15.9, KP 17.2 - 25.6 Near Fowler from Merced St to Central Ave OC: <i>AC overlay, crack seat, and widen shoulders</i> <i>Begin construction: 2005/2006</i> <i>Complete construction: 2006/20074</i> 2000 Reserve: FRE 99 PM 10.6 – 11.4, KP 17.1 – 18.4 On east and west side of SR 99 in the City of Fowler near the Merced Ave UC: <i>Construct soundwalls</i> <i>Begin construction: 2004</i> <i>Complete construction: 2006/2007</i>
25 FRESNO PM 14.5-18.5 KP 23.3-29.8 AMERICAN AVE OC to S JCT RTE 99/41 SEP	RTP: FRE 99 PM 18.5 – 29.1, KP 29.7 – 46.8 Jensen Ave to Bullard Ave alignment: <i>Widen from 6-lane freeway to 8-lane freeway (2018)</i> RTP: FRE 99 PM 16.9 – 18.3, KP 25.4 – 29.7 Cedar Ave to Jensen Ave: <i>Widen from 6-lane freeway to 8-lane freeway (2015)</i> 2006 STIP Candidate: FRE 99 PM 14.5, KP 23.3 American Ave: <i>Modify I/C (Future)</i> 2004 SHOPP Candidate: FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: <i>Fiber optics system (Future)</i>	2000 SHOPP: FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i> 2002 SHOPP: FRE 99 PM 10.7 – 15.9, KP 17.2 – 25.6 Merced St to Central Ave: <i>Rehabilitate roadway</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i> 2000 SHOPP: FRE 99 PM 10.7 - 15.9, KP 17.2 - 25.6 Near Fowler from Merced St to Central Ave OC: <i>AC overlay, crack seat, and widen shoulders</i> <i>Begin construction: 2005/2006</i> <i>Complete construction: 2006/20074</i>
26 FRESNO PM 18.5-19.3 KP 29.8-31.1 SOUTH JCT RTE 99/41 SEP to NORTH JCT RTE 41/99 SEP	RTP: FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: <i>Widen from 6-lane freeway to 8-lane freeway (2018)</i> (cont. on next page)	2000 SHOPP: 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin Construction: 2001/2002</i> <i>Complete Construction: 2003/2004</i> 2. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 In Fresno County from 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: <i>Construct SB auxiliary lane</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i> (cont. on next page)

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
26 FRESNO PM 18.5-19.3 KP 29.8-31.1 SOUTH JCT RTE 99/41 SEP to NORTH JCT RTE 41/99 SEP	(cont. from previous page) 2004 SHOPP Candidate: FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: <i>Fiber optics system (Future)</i>	(cont. from previous page) 2002 SHOPP: FRE 99 PM 10.7 – 15.9, KP 17.22 – 25.6 Merced St to Central Ave: <i>Rehabilitate roadway</i> <i>Begin construction: 2003/2004</i> <i>Complete construction: 2005/2006</i>
27 FRESNO PM 19.3-22.1 KP 31.1-35.6 NORTH JCT RTE 41/99 SEP to JCT RTE 180 S	RTP: FRE 99 PM 18.5 – 29.1, KP 29.7 – 46.8 Jensen Ave to Bullard Ave alignment: <i>Widen from 6-lane freeway to 8-lane freeway (2018)</i> STIP Candidate: FRE 99 PM 20.7 – 24.4, KP 33.4-39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: <i>Construct NB and SB auxiliary lanes (2016)</i> 2004 STIP Candidate: FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: <i>Widen from 4-lane freeway to 6-lane freeway (2016)</i> 2004 SHOPP Candidate: FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: <i>Fiber optics system (Future)</i>	2000 SHOPP: 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin Construction: 2001/2002</i> <i>Complete Construction: 2003/2004</i> 2. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 In Fresno County from 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: <i>Construct SB auxiliary lane</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i>
28 FRESNO PM 22.1-23.3 KP 35.6-37.5 JCT RTE 180 S to OLIVE AVE OC	RTP: FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: <i>Widen from 6-lane freeway to 8-lane freeway (2018)</i> STIP Candidate: FRE 99 PM 20.7 – 24.4, KP 33.4 – 39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: <i>Construct NB and SB auxiliary lanes (2016)</i> 2004 STIP Candidate: FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: <i>Widen from 4-lane freeway to 6-lane freeway (2016)</i> 2004 SHOPP Candidate: FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: <i>Fiber optics system (Future)</i>	2000 SHOPP: 1. FRE 99 PM R3.7 – 31.4, KP R6.0-50.5 Various locations: <i>Install thrie beam median barriers</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i> 2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: <i>Upgrade irrigation and planting</i> <i>Begin construction: 2000/2001</i> <i>Complete construction: 2006/2007</i> 3. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 From 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: <i>Construct S/B auxiliary lane</i> <i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i> 4. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: <i>Rehabilitate roadway</i> <i>Begin Construction: 2001/2002</i> <i>Complete construction: 2003/2004</i> 2002 SHOPP: FRE 99 PM 21.4 – 22.4, KP 34.4 – 36.1 From El Dorado St to Kerman Branch UC: <i>Highway planting restoration</i> <i>Begin construction: 2005/2006</i> <i>Complete construction: 2008/2009</i>

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
29 FRESNO PM 23.3-26.6 KP 37.5-42.8 OLIVE AVE OC to ASHLAN AVE OC	<p>RTP: 1. FRE 99 PM 18.5 – 29.1, KP 29.7 – 46.8 Jensen Ave to Bullard Ave alignment: <i>Widen from 6-lane freeway to 8-lane freeway (2018)</i></p> <p>2. FRE 99 PM 24.9, KP 40.1 Shields Ave <i>Modify I/C (2015)</i></p> <p>STIP Candidate: FRE 99 PM 20.7 – 24.4, KP 33.4 – 39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: <i>Construct NB and SB auxiliary lanes (2016)</i></p> <p>2004 STIP Candidate: FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: <i>Widen from 4-lane freeway to 6-lane freeway (2016)</i></p> <p>2004 SHOPP Candidate: 1. FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: <i>Fiber optics system (Future)</i></p> <p>2. FRE 99 PM 26.3, KP 42.3 Ashlan Ave: <i>Additional NB offramp lane (2008)</i></p>	<p>2000 SHOPP: 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: <i>Install three beam median barriers</i></p> <p><i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i></p> <p>2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: <i>Upgrade irrigation and planting</i></p> <p><i>Begin construction: 2000/2001</i> <i>Complete construction: 2006/2007</i></p> <p>3. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: <i>Rehabilitate roadway</i></p> <p><i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i></p> <p>2002 SHOPP: FRE 99 PM 21.4 – 22.4, KP 34.4 – 36.1 From El Dorado Street to Kerman Branch UC: <i>Highway planting restoration</i></p> <p><i>Begin construction: 2005/2006</i> <i>Complete construction: 2008/2009</i></p>
30 FRESNO PM 26.6-31.6 KP 42.8-50.9 ASHLAN AVE OC to MADERA CO LINE	<p>RTP: FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: <i>Widen from 6-lane freeway to 8-lane freeway (2018)</i></p> <p>RTP & STIP Candidate: FRE 99 PM 27.3, KP 43.9: Shaw Ave Improvements I/C and RR grade SEP (RTP: 2010)</p> <p>RTP, ITSP, & STIP Candidate: 1. FRE/MAD 99 PM 26.6 – R1.0, KP 42.8- R1.7 Ashlan Ave in Fresno County to Avenue 7 in Madera County: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F) (RTP: 2012, ITSP: 1998-2008)</i></p> <p>2. FRE 99 PM 30.2, KP 48.6 Grantland Diagonal: <i>Construct Grantland I/C (RTP: 2017)</i></p> <p>2004 STIP Candidate: FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: <i>Widen from 4-lane freeway to 6-lane freeway (2016)</i></p> <p>2004 SHOPP Candidate: FRE 99 PM 16.9 – 31.6, KP 27.2 – 32.4 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: <i>Fiber optics system (Future)</i></p>	<p>2000 SHOPP: 1. FRE 99 PM R3.7-31.4, KP R6.0-50.5 Various locations: <i>Install three beam median barriers</i></p> <p><i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i></p> <p>2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: <i>Upgrade irrigation and planting</i></p> <p><i>Begin construction: 2000/2001</i> <i>Complete construction: 2006/2007</i></p> <p>3. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: <i>Rehabilitate roadway</i></p> <p><i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i></p>

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
31 MADERA PM 0.0-9.0 KP 0.0- 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	<p>RTP & 2006 STIP Candidate:</p> <p>1. MAD 99 PM R1.0 – 7.3, KP R1.6 – 11.7 From Avenue 7 to Avenue 12: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F) (Future)</i></p> <p>2. MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 From Avenue 12 to Avenue 16: <i>(4F-6F) (Future)</i></p> <p>ITSP, RTP: MAD 99 PM R1.0 – 10.5, KP R1.6 – 6.9, From Avenue 7 to Route 145/99 SEP - PM R1.0 – 10.5 (ITSP: 2009-2020) (RTP: 2012)</p> <p>2004 STIP Candidate: MAD 99 PM 7.3, KP 11.7 Avenue 12: <i>New I/C (Future)</i></p> <p>2006 STIP Candidate: MAD 99 PM 3.6, KP 5.8 Avenue 9: <i>Modify I/C (Future)</i></p>	<p>2000 SHOPP:</p> <p>1. FRE 99 PM R3.7-31.4, KP R6.0-50.5 Various locations: <i>Install three beam median barriers</i></p> <p><i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i></p> <p>2. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: <i>Rehabilitate roadway</i></p> <p><i>Begin construction: 2000/2001</i> <i>Complete construction: 2003/2004</i></p>
32 MADERA PM 9.0-10.3 KP 14.5-16.6 0.3 MI (0.48 KM) N OF AVE 13 to RTE 145/99 SEP	<p>RTP & STIP Candidate: MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 Avenue 12 to Avenue 16: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F) (RTP: 2012), (2006 STIP)</i></p> <p>ITSP:</p> <p>1. MAD 99 PM 1.0 – 10.5, KP 1.6 – 16.9 From Avenue 7 to SR 145: <i>4F-6F (2009-2020)</i></p> <p>2. MAD 99 PM 8.9 – 10.4, KP 14.3 – 16.7 At the SR 99/145 SEP: <i>Modify I/C (1998-2008)</i></p>	<p>2002 SHOPP: MAD 99 PM R7.3 – R9.6, KP R11.8 – R15.5 Avenue 12 to South Madera OC: <i>AC overlay</i></p> <p><i>Begin construction: 2002/2003</i> <i>Complete construction: 2004/2005</i></p>
33 MADERA PM 10.3-R14.5 KP 16.6-R23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	<p>RTP: MAD 99 PM 12.8 – 20.5, KP 20.6 – 33.0 Avenue 16 to Avenue 21 ½: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2016)</i></p> <p>ITSP: MAD 99 PM 10.5 – 12.8, KP 0.8 – 21.0 From Route 145 to Avenue 16: <i>4F-6F (1998 – 2008)</i></p> <p>2004 STIP Candidate: MAD 99 PM 14.2, KP 22.9 At Ellis Rd: <i>Modify OC (Future)</i></p> <p>2006 STIP Candidates:</p> <p>1. MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 Avenue 12 to Avenue 16: <i>4F-6F (Future)</i></p> <p>2. MAD 99 PM 10.9, KP 17.6 At Fourth St: <i>Modify I/C (Future)</i></p> <p>3. MAD 99 PM 12.7, KP 20.4 At Avenue 16: <i>Modify I/C (Future)</i></p>	<p>1998 STIP: MAD 99 PM 8.9 – 10.4, KP 14.4 – 16.7 From 1.0 KM south of Gateway Dr offramp to 1.0 KM north of South Madera OC: <i>Modify Gateway Dr I/C</i></p> <p><i>Begin construction: 2002/2003</i> <i>Complete construction: 2004/2005</i></p> <p>1998 SHOPP: MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: <i>AC overlay</i></p> <p><i>Begin construction: 2001/2002</i> <i>Complete construction: 2003/2004</i></p> <p>2002 SHOPP: MAD 99 PM R7.3 – R9.6, KP R11.8 – R15.5 From Avenue 12 to South Madera OC: <i>Rehabilitate roadway</i></p> <p><i>Begin construction: 2002/2003</i> <i>Complete construction: 2004/2005</i></p>

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
34 MADERA PM R14.5-R19.9 KP R23.3-R32.0 0.3 MI (0.48 KM) N OF AVE 17 to AVE 21 ½	RTP: MAD 99 PM 12.8 – 20.5, KP 20.6 – 33.0 Avenue 16 to Avenue 21 ½: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2016)</i>	1998 SHOPP: MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: AC overlay <i>Begin construction: 2001/2002 Complete construction: 2003/2004</i> 2000 SHOPP: MAD 99 PM 9.9 – 12.5, KP 15.9 – 20.1 South of Route 145/99 SEP to north of Cleveland Ave OC: <i>Irrigation and planting upgrade</i> <i>Begin Construction: 1999/2000 Complete Construction: 2003/2004</i>
35 MADERA PM 19.9-22.7 KP 32.0-36.5 AVE 21 ½ to JCT SR 152 W	RTP & ITSP: MAD 99 PM 20.1 – 22.5, KP 32.4 - 36.2: <i>Widen from 4-lane expressway to 6-lane freeway with new I/C (4E-6F with I/C) (RTP: 2005, ITSP: 1998 – 2008)</i>	1998 SHOPP: MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: AC overlay <i>Begin construction: 2001/2002 Complete construction: 2003/2004</i>
36 MADERA PM 22.7-29.4 KP 36.5-47.3 JCT SR 152 W to MERCED COUNTY LINE	RTP: 1. MAD 99 PM 22.7, KP 36.5 At SR 99/152: <i>New I/C, RR crossing (2016)</i> 2. MAD 99 PM 22.7 – 29.4, KP 36.5 – 47.3 From SR 152 to Merced County line: <i>Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2020)</i>	1998 STIP: MAD 99 PM 19.6 – 22.6, KP 31.5-36.4 From Avenue 21 to Route 99/152 SEP: <i>4E to 6F with I/C at Avenue 22</i> <i>Begin construction: 2004/2005 Complete construction: 2007/2008</i> 1998 SHOPP: MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: AC overlay <i>Begin construction: 2001/2002 Complete construction: 2003/2004</i> 2002 SHOPP: MAD 99 PM 20.2 – 29.2, KP 32.8-47.0 From Avenue 21 ½ to the Merced County line: <i>Construct median barrier</i> <i>Begin construction: 20005/2006 Complete construction: 2008/2009</i>

IX. Appendix

- A. Reference Sheet includes RTPA/MPO/Air Quality District contact information, references used in the TCR, traffic accident information, and transit services.
- B. Intelligent Transportation Systems information (by segment).
- C. Transit Services by County in Caltrans District 6 (by segment).
- D. Glossary of terms used throughout the TCR.



	Pages
References	A-1
ITS.....	A-2-16
Transit Services.....	A-17
Glossary	A -18-24

References

TCR SR 99

Local Jurisdictions – MPOs:

Council of Fresno County Governments (COFCG)
2100 Tulare St, Suite 619
Fresno, CA 93721
(559) 233-4148

Tulare County Assoc. of Governments (TCAG)
Resource Management Agency
5961 S Mooney Blvd
Visalia, CA 93227
(559) 733-6291

Kern Council of Governments (Kern COG)
1401 19th St, Suite 300
Bakersfield, CA 93301
(661) 861-2191

Madera County Transportation Commission (MCTC)
1816 Howard Rd, Suite 8
Madera, CA 93637
(559) 675-0721

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:

Severe non-attainment for ozone and serious for PM10. Contact the Air District for more information.

Transit Services:

For inquiries on transit services, please contact the respective MPO (listed above) for more information or refer to the Transit Services sheet in the Appendix for an overview of various transit services.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information - All Segments:

Traffic Congestion Relief Program, 2000
State Transportation Improvement Program (STIP),
1998, 2000, 2002
State Highway Operations and Protection Program
(SHOPP), 1998, 2000, 2002

Interregional Improvement Track-Interregional Road
System Plan (ITSP), 1998, 2000
Caltrans District 6 Bicycle Survey, 2003
Office of System Planning (559) 444-2500

Sources of Information - By County:

Kern County:

Kern County General Plan, 1998
Kern County Regional Transportation Plan, 1998
Intelligent Transportation System Early Deployment
Plan (Kern Region), 1997

Tulare County:

Tulare County General Plan, 2000
TCAG Regional Transportation Plan, 2001

Madera County:

Madera County General Plan, 1995
Madera County Regional Transportation Plan, 2001

Fresno County:

Fresno County General Plan, 2000
Fresno County Regional Transportation
Plan, 2001

SR 99 - Intelligent Transportation Systems (ITS)*
Traffic Monitoring Stations/Ramp Metering Locations
Closed Circuit Television Locations (CCTV)/Changeable Message
Sign (CMS) Locations

Traffic Monitoring Stations

Existing and Proposed

Status November 2003

Existing

Segment	County	Route	PM	Location
1 KERN PM 10.7 - 10.8 KP 10.0 - 17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	KERN	99	7.28 8.30	S of Sandrini Rd N of Sandrini Rd
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.22 23.12 24.09 24.16	N of Wilson Rd Belle Terrace S of Palm Ave N of Palm Ave
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	25.23	N of Truxton Ave
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	27.89 29.34 29.88	S of Olive Dr N of Snow Rd At RTE 65
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	49.29	S of Sherwood Ave OC
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 0.1 MI (0.16) KM N of SHERWOOD AVE to TULARE COUNTY LINE	KERN	99	49.67 49.93 50.43 51.36 52.42 53.64	N of Kern Ave OC S of Perkins Ave OC 100 Ft N of Elmo OC 5,000 Ft N of Elmo OC 150 Ft S of Pond Rd OC 6,300 Ft N of Pond Rd OC
14 TULARE PM 0.0 - 25.0 KP 0.0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S of TULARE AIRPORT OC	TULARE	99	5.41 11.26 13.55	S of Ave 48 At Alila Ave N of Pixley

***NOTE:** The 511 system is a new three-digit phone number program to access travel information that is currently being implemented throughout various areas of the country. Caltrans' Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Deployment Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. When fully implemented, 511 will be an easy to remember telephone number.

Traffic Monitoring Stations

Existing (continued)

Segment	County	Route	PM	Location
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	42.31	2,500 Ft N of N Goshen OC
19 TULARE PM 48.1 - R53.9 KP 77.4 - 86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	48.64 50.31 50.32 51.81	100 Ft S of Dodge Ave OC 7,500 Ft S of Dodge Ave OC At Ave 376 S of Ave 384
27 FRESNO PM 19.3 - 22.1 KP 31.1 - 35.6 N JCT RTE 41/99 SEP to JCT RTE 180 S	FRESNO	99	20.46 21.01 21.60 21.92	At Kern St OC At Stanislaus St NB Offramp EB 180 SB Offramp EB 180
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.74	At Belmont Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.90	At McKinley Ave OC
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	26.96	N of Ashlan Ave
31 MADERA PM 0.0 - 9.0 KP 0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	2.23 7.46	At Ave 8 At Ave 12
36 MADERA PM 22.7 - 29.4 KP 36.5 - 47.3 JCT SR 152 W to MERCED CO LINE	MADERA	99	27.47 27.49 28.14 28.37 28.87	S of LeGrand Ave OC S of LeGrand Ave OC Just S of LeGrand Ave OC Just N of LeGrand Ave OC S of LeGrand Ave OC

Traffic Monitoring Stations

Proposed

Segment	County	Route	PM	Location
1 KERN PM 10.7 - 10.8 KP 0.0 - 17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	KERN	99	2.52	At RTE 166
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 0.1 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	13.41	At RTE 223
3 KERN PM 17.0 - 19.5 KP 27.4 - 31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LN OC	KERN	99	17.50 18.50	At RTE 119 Hosking Ave
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	19.54 21.08	Panama Ln White Ln
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.75 23.31 24.60	Ming Ave At RTE 58 East Calif Ave
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	25.62	At RTE 58 (Rosedale Hwy)
7 KERN PM 25.7 - 27.0 KP 41.4 - 43.5 W JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	KERN	99	26.10	Gilmore Ave
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	27.24	At RTE 204
9 KERN PM R29.9 - R30.6 KP 48.1 - 49.2 RTE 65/99 SEP to 7th STANDARD RD OC	KERN	99	30.53	7th Standard Rd
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	44.3	At RTE 65

Traffic Monitoring Stations

Proposed (continued)

Segment	County	Route	PM	Location
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 Mi (0.16 KM) N of SHERWOOD AVE to TULARE CO LINE	KERN	99	55.52 56.54	At RTE 155 Cecil Ave OC
14 TULARE PM 0.0 - 25.0 KP 0.0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	19.56 3.05 7.16 12.29 18.39	Ave 152 OC Ave 56 OC (Earlimart) Ave 96 (Pixley) At RTE 190 Ave 24 OC (Delano)
15 TULARE PM 25.0 - 33.3 KP 40.2 - 53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	TULARE	99	29.10 25.88 27.71 28.60 29.56 30.79	S of RTE 137 K St Paige Ave Bardsley At RTE 137 Prosperity Ave
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 0.1 MI (0.16 KM) N OF RTE 99 BUS OC to 0.6 MI (0.58 KM) N OF AVE 280	TULARE	99	36.64	At Ave 280
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N OF AVE 280 to N GOSHEN OH	TULARE	99	40.28 38.71 40.90	S of Ave 304 At RTE 198 At Ave 308
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N.GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	42.32	N of RTE 198
19 TULARE PM 48.1 - R53.9 KP 77.4 - 86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	51.81	100 Ft S of Avenue 384
20 FRESNO PM R0.0-6.4 KP 0-10.3 FRESNO CO LINE to RTE 99/43 SEP	FRESNO	99	0.19 0.95 1.19 5.14 6.40	Mendocino At RTE 201 Conejo Ave Second St At RTE 43
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S. JCT RTE 99/41 SEP	FRESNO	99	16.92 17.65 18.34 15.86	Cedar Ave Orange Ave OC Jensen Ave At Central Ave

Traffic Monitoring Stations

Proposed (continued)

Segment	County	Route	PM	Location
26 FRESNO PM 18.5 - 19.3 KP 29.8 - 31.1 S JCT RTE 99/41 SEP to N JCT RTE 41/99 SEP	FRESNO	99	19.20 19.51 19.90	California Ave At RTE 41 Church Ave
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.40 23.16	Pacific Ave OC Olive Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	24.26 25.06 25.81	Clinton Ave At Shield Ave At Dakota Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.06 30.86	At Shaw Ave Herndon Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 Mi (0.48 KM) N OF AVE 13	MADERA	99	0.25 2.75 6.15	San Joaquin River Bridge Ave 9 Ave 11
33 MADERA PM 10.3 - R14.5 KP 16.6 - 23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	MADERA	99	10.26 10.88 11.26 11.95 12.12 12.81 13.11	At RTE 145 At 4th St At 2nd St At Ave 15 1/2 Cleveland OC At Ave 16 N of Madera
34 MADERA PM R14.5 - R19.9 KP 23.3 - 32 MI (0.48 KM) N OF AVE 17 to AVE 21 1/2	MADERA	99	16.52	At Ave 18 1/2
35 MADERA PM 19.9 - 22.7 KP 32 - 36.5 AVE 21 1/2 to JCT RTE 152 W	MADERA	99	22.64	At RTE 152
36 MADERA PM 22.7 - 29.4 KP 36.5 - 47.3 JCT RTE 152 W to MERCED CO LINE	MADERA	99	26.46	At RTE 233

Ramp Metering Locations

***Existing and Proposed
Status November 2003***

Existing

Segment	County	Route	PM	Direction	Location
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.57	SB	Belmont Ave

Ramp Metering Locations

***Existing and Proposed
Status November 2003***

Proposed

Segment	County	Route	PM	Direction	Location
3 KERN PM 17.0 - 19.5 KP 27.4 - 31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LN OC	KERN	99	19.535	NB	Panama Ln EB
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	19.66 21.01 21.06 21.10 21.16	NB SB NB SB NB	Panama Lane WB White Ln EB White Ln EB White Ln WB White Ln WB
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.38 22.75 23.56 23.69	SB NB SB NB	Ming Ave Ming Ave RTE 58 RTE 58
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	24.65 24.65 24.65 24.70 25.30 25.49 25.54	NB SB SB NB SB SB SB	California Ave EB California Ave EB California Ave WB California Ave WB Rosedale (58/178) EB Rosedale (58/178) WB Airport Dr/SR 204
7 KERN PM 25.7 - 27.0 KP 41.4 - 43.5 W JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	KERN	99	26.50 26.60 27.25	NB NB NB	Buck Owns Dr EB Buck Owns Dr WB RTE 204/Airport Dr
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	27.77 27.93	SB SB	Olive Dr EB Olive Dr WB

Ramp Metering Locations

Proposed (continued)

Segment	County	Route	PM	Direction	Location
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S JCT RTE 99/41 SEP	FRESNO	99	16.04 16.70 17.44 18.41 18.49	NB SB NB SB NB	Central Ave Cedar Ave North Ave WB Jensen Ave EB Jensen Ave EB
26 FRESNO PM 18.5 - 19.3 KP 29.8 - 31.1 S JCT RTE 99/41 SEP to N JCT RTE 41/99 SEP	FRESNO	99	18.64 18.72	SB NB	Jensen Ave WB Jensen Ave WB
27 FRESNO PM 19.3 - 22.1 KP 31.1 - 35.6 N JCT RTE 41/99 SEP to JCT RTE 180	FRESNO	99	19.50 20.06 20.36 20.60 20.91 21.18 21.50 21.70	NB SB NB SB NB NB SB NB	RTE 41 NB Ventura St Golden State / Ventura St Fresno St Fresno St Stanislaus St RTE 180 WB RTE 180 WB
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180 S to OLIVE AVE OC	FRESNO	99	22.85 23.17 23.40	NB SB NB	Belmont Ave Olive Ave Olive Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.72 24.10 24.65 25.00 26.01 26.42 26.43 27.91	SB SB NB SB SB SB NB Sb	McKinley Ave Clinton Ave Clinton Ave Shields Ave Motel Dr (Old RTE 99) Ashlan Ave Ashlan Ave Shaw Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	27.91 28.33 30.25	SB NB SB	Shaw Ave Shaw Ave Herndon Ave/Grantland Ave

Closed Circuit Television Locations

***Existing and Proposed
Status November 2003***

Existing

Segment	County	Route	PM	Location
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	21.08	White Ln OC
7 KERN PM 25.7 - 27.0 KP 41.4 - 43.5 W JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	KERN	99	26.78	Airport Dr / RTE 99
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 MI (0.16 KM) N OF SHERWOOD AVE to TULARE CO LINE	KERN	99	56.10	11th Ave
15 TULARE PM 25.0 - 33.3 KP 40.2 - 53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	TULARE	99	29.57	RTE 137/99
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N OF AVE 280 to N GOSHEN OH	TULARE	99	138.75	Between RTE 99/198
26 FRESNO PM 18.5 - 19.3 KP 29.8 - 31.1 S JCT RTE 99/41 SEP to N JCT RTE 41/99 SEP	FRESNO	99	19.85	California Ave
28 FRESNO PM 22.1 - 23.3 KP 35.6 - 37.5 JCT RTE 180S To OLIVE AVE OC	FRESNO	99	22.74	Belmont Ave OC
33 MADERA PM 10.3 - R14.5 KP 16.6 - 23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	MADERA	99	12.13	Cleveland Ave OC
36 MADERA PM 22.7 - 29.4 KP 36.5 - 47.3 JCT SR 152 W to MERCED CO LINE	MADERA	99	23.10	Califa OH

Closed Circuit Television Locations

Proposed

Segment	County	Route	PM	Location
1 KERN PM 10.7 - 10.8 KP 0.0 - 17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	KERN	99	2.36	RTE 166
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	13.24	RTE 223
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	22.60 23.51	Ming Ave OC RTE 58 / 99 (RTE 58 EB)
6 KERN PM 24.6 - 25.7 KP 39.6 - 41.4 CALIFORNIA AVE UC to W JCT RTE 99/58 SEP RTE 178	KERN	99	25.68	(RTE 58 WB) Rosedale Hwy
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	44.13	RTE 46
14 TULARE PM 0.0 - 25.0 KP 0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	18.16	RTE 190
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N OF AVE 280 to N GOSHEN OH	TULARE	99	38.96	RTE 99 / 198 W
19 TULARE PM 48.1 - R53.9 KP 77.4 - R86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	51.80	Dodge Rd
20 FRESNO PM R0.0-6.4 KP 0.0-10.3 FRESNO CO LINE to RTE 99/43 SEP	FRESNO	99	0.96	RTE 201

Closed Circuit Television Locations

Proposed (continued)

Segment	County	Route	PM	Location
21 FRESNO PM 6.4 - 7.8 KP 10.3 - 12.6 RTE 99/43 SEP to 1.3 Mi (2.09 KM) N OF FLORAL AVE UC	FRESNO	99	6.45	Floral Ave
22 FRESNO PM 7.8 - 9.2 KP 12.6 - 14.8 1.3 MI (2.09 KM) N OF FLORAL AVE UC to MANNING AVE OC	FRESNO	99	9.14	Manning Ave
23 FRESNO PM 9.2 - 12.4 KP 14.8 - 20 MANNING AVE OC to CLOVIS AVE UC	FRESNO	99	11.84	Adams Ave
24 FRESNO PM 12.4 - 14.5 KP 20 - 23.3 CLOVIS AVE UC to AMERICAN AVE OC	FRESNO	99	12.69	Clovis Ave
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S JCT RTE 99/41 SEP	FRESNO	99	15.46 18.50	Chestnut Ave Jensen Ave UC
27 FRESNO PM 19.3 - 22.1 KP 31.1 - 35.6 N JCT RTE 41/99 SEP to JCT RTE 180 S	FRESNO	99	20.70 20.95	Fresno St OC Just N of Stanislaus Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.37 24.39 26.56	Olive Ave Clinton Ave Ashlan Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.06 30.96	Shaw Ave Herndon Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	1.07 2.18 R7.46	Ave 7 Ave 8 Ave 12

Closed Circuit Television Locations

Proposed (continued)

Segment	County	Route	PM	Location
32 MADERA PM 9.0 - 10.3 KP 14.5 - 16.6 0.3 MI (0.48 KM) N OF AVE 13 to RTE 145/99 SEP	MADERA	99	9.75	Gateway Dr
33 MADERA PM 10.3 - R14.5 KP 16.6 - 23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	MADERA	99	10.84	Yosemite Ave
34 MADERA PM R14.5 - R19.9 KP 23.3 - 32 0.1 MI (0.48 KM) N OF AVE 17 to AVE 21 1/2	MADERA	99	16.38	Ave 18 1/2

Changeable Message Sign Locations

Existing and Proposed

Status November 2003

Existing

Segment #	County	Route	P.M.	Direction	Location
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	15.95	NB	S of RTE 119
3 KERN PM 17.0 - 19.5 KP 27.4 - 31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LN OC	KERN	99	18.50	SB	N of RTE119
4 KERN PM 19.5 - 22.0 KP 31.4 - 35.4 PANAMA LN OC to WIBLE RD	KERN	99	20.10	NB	S of RTE 58
8 KERN PM 27.0 - R29.9 KP 43.5 - 48.1 RTE 204/99 SEP to RTE 65/99 SEP	KERN	99	29.19 29.50	NB SB	S of RTE 65 N of RTE 65 – PORTABLE IN PLACE
11 KERN PM 32.1 - 44.3 KP 51.7 - 71.3 0.30 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	KERN	99	42.60	NB	S of RTE 46
12 KERN PM 44.3 - 49.4 KP 71.3 - 79.5 RTE 46/99 SEP to 0.1 Mi (0.16 KM) N OF SHERWOOD AVE	KERN	99	45.83	SB	N of RTE 46
14 TULARE PM 0.0 - 25.0 KP 0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	5.51 9.20	NB SB	S of Ave 48 At Ave 72
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6MI (0.58 KM) N OF AVE 280	TULARE	99	36.50	NB	At Ave 280
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	42.27	SB	N of RTE 198

Changeable Message Sign Locations

Existing (Continued)

Segment #	County	Route	PM	Direction	Location
19 TULARE PM 48.1 - R53.9 KP 77.4 - R86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO CO LINE	TULARE	99	52.25	NB	At Ave 384
23 FRESNO PM 9.2 - 12.4 KP 14.8 - 20 MANNING AVE OC to CLOVIS AVE UC	FRESNO	99	10.49 11.81	SB NB	At South Ave At Adams Ave
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC to S. JCT RTE 99/41 SEP	FRESNO	99	16.91 16.93	SB NB	S of Cedar Ave N of Cedar Ave
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.88	SB	At McKinley Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.81	NB	At Barstow Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	0.50 2.21 2.24	SB NB SB	At San Joaquin River Br S of Ave 8 N of Ave 8
34 MADERA PM R14.5 - R19.9 KP R23.3 - R32.0 MI (0.48 KM) N OF AVE 17 To AVE 21 1/2	MADERA	99	15.61	SB	N of Ave17
35 MADERA PM R19.9 - 22.7 KP 32.0 - 36.5 AVE 21 1/2 to JCT RTE 152 W	MADERA	99	21.15	NB	S of RTE 152

Changeable Message Sign Locations

Proposed

Segment	County	Route	PM	Direction	Location
2 KERN PM 10.8 - 17.0 KP 17.4 - 27.4 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	KERN	99	11.50	NB	S of RTE 223
5 KERN PM 22.0 - 24.6 KP 35.4 - 39.6 WIBLE RD to CALIFORNIA AVE UC	KERN	99	24.45	SB	N of RTE 58
13 KERN PM 49.4 - 57.6 KP 79.5 - 92.7 0.09 MI (0.16 KM) N of SHERWOOD AVE to TULARE CO LINE	KERN	99	54.00	SB	S of Woolomes (Delano)
14 TULARE PM 0.0 - 25.0 KP 0 - 40.2 TULARE CO LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	TULARE	99	18.00 20.26 21.00	SB NB SB	S of RTE 190 N of AVE 152 At Tulare River Bridge
15 TULARE PM 25.0 - 33.3 KP 40.2 - 53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	TULARE	99	29.00 32.44	NB SB	S of Paige Ave N of RTE 137
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6 MI (0.58 KM) N OF AVE 280	TULARE	99	37.00	SB	S of RTE 198
18 TULARE PM 41.2 - 48.1 KP 66.3 - 77.4 N GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	TULARE	99	46.92	NB	S of Traver
20 FRESNO PM R0.0 - 6.4 KP R0.0 - 10.3 FRESNO CO LINE to RTE 99/43 SEP	FRESNO	99	2.74 3.04	SB NB	N of Mountain View N of Bethel Ave
25 FRESNO PM 14.5 - 18.5 KP 23.3 - 29.8 AMERICAN AVE OC To SOUTH JCT RTE 99.41 SEP	FRESNO	99	17.80	NB	SO of RTE 180

Changeable Message Sign Locations

Proposed (Continued)

Segment	County	Route	PM	Direction	Location
29 FRESNO PM 23.3 - 26.6 KP 37.5 - 42.8 OLIVE AVE OC to ASHLAN AVE OC	FRESNO	99	23.45	NB	N of Olive Ave
30 FRESNO PM 26.6 - 31.6 KP 42.8 - 50.9 ASHLAN AVE OC to MADERA CO LINE	FRESNO	99	28.76	SB	At Barstow Ave
31 MADERA PM 0.0 - 9.0 KP 0.0 - 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	MADERA	99	6.94	NB	S of Ave 12

For additional information contact Caltrans District 6 TMC:

Sergio Venegas (559) 445-6848 or Tyler Laing (559) 445-6589

SR 99 Transit Services

Kern, Fresno, Tulare, and Madera Counties

August 2003

Segment PM/KP From/To	Transit Services
1 - 4 KERN PM 1.0 - 22.0 KP 0 - 35.4 RTE 5/99 SEP to Wible Road	Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, Airport Bus of Bakersfield (with service to LAX), and the Amtrak Connection (Amtrak's continuing bus to So. Calif. locations). Golden Empire Transit (GET) operates Fixed Routes within Bakersfield. Kern Regional Transit operates throughout rural Kern County and along the SR 99 corridor from Bakersfield southward to Frazier Park with both Fixed Route and Dial-a-Ride services.
5 - 13 KERN PM 22.0 - 57.6 KP 35.4 - 92.7 Wible Road to Tulare County Line	Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, and Airport Bus of Bakersfield (with service to LAX), and Amtrak Connection (Amtrak's continuing bus to So. Calif. locations). Golden Empire Transit (GET) operates Fixed Routes within Bakersfield. Kern Regional Transit operates Fixed Route and Dial-a-Ride service throughout rural Kern County and along the SR 99 corridor to McFarland and Delano.
14 - 15 TULARE PM 0.0 - 33.3 KP 0 - 53.6 Tulare County Line to 0.1 MI (0.16 KM) N OF RTE 99 Business OC	The City of Tulare operates both Dial-a-Ride and Fixed Route services to serve the Tulare urban areas. The Tulare County Transit (TCT) operates both Fixed Route and Dial-a-Ride services throughout the county and along the SR 99 corridor to Earlimart, Pixley, Tipton and to Delano (in Kern County). Greyhound and The Orange Belt Stages serve the SR-99 corridor with terminals in Tulare. Amtrak is accessible in either Hanford or Corcoran (both in neighboring Kings County)
16 TULARE PM 33.3 - 37.0 KP 53.1 - 59.5 0.1 MI (0.16 KM) N OF RTE 99 Business OC to 0.6 MI (0.58 KM) N of Ave 280	The only common transit carriers serving this portion of SR 99 is the Greyhound Bus Lines.
17 TULARE PM 37.0 - 41.2 KP 59.5 - 66.3 0.6 MI (0.58 KM) N of Ave 280 to North Goshen OH	Visalia City Coach operates both Fixed Route and Dial-a-Ride services within the metropolitan area of Visalia. The Orange Belt Stages and Greyhound Bus Lines operate from a depot located in Goshen at Ave. 304 and SR 99 and serves the SR 99, SR 198, SR 63, and SR 65 corridors. Amtrak is accessible in Hanford - 12 miles west on SR 198 in neighboring Kings County.
18 - 19 TULARE PM 41.2 - 53.9 KP 66.3 - 86.7 North Goshen OH To Fresno County Line	The Greyhound Bus Line is the only common transit carrier servicing this portion of SR 99.
20 - 21 FRESNO PM 0.0 - 7.8 KP 0 - 12.6 Fresno County Line E to 1.3 Mi (2.09 KM) N of Floral Ave UC	Common transit carriers within these segments include Greyhound Bus Lines and Orange Belt Stages serving the SR 99 corridor. Additionally the Fresno County Rural Transit Agency's (FCRTA's) Southeast Transit also operates both Fixed Route and Dial-a-Ride service along SR 99 from Fresno to Kingsburg.
22 - 30 FRESNO PM 7.8 - 31.6 KP 12.6 - 50.9 American Ave OC to Madera County Line	Within the City of Fresno the Fresno Area Express (FAX) provides both Fixed and Dial-a-Ride services. Within the county's rural areas the Fresno County Rural Transit Agency (FCRTA) provides both Fixed and Dial-a-Ride services via its Coalinga Transit and Southeast Transit. Inter-regional transit is provided by Greyhound Bus Lines and the Orange Belt Stages. Amtrak is available at the Amtrak Station, located in downtown Fresno.
31 - 36 MADERA PM 0.0 - 29.4 KP 0 - 47.3 Madera County Line to Merced County Line	Within the City of Madera the city operates its Madera Area Express (MAE) as both a Fixed Route and Dial-a-Ride system. The Madera County Connection (MCC) operates a Fixed Route system from Bass Lake to Valley Children's Hospital along SR 41, SR 145, SR 99 and Avenue 12. The City of Chowchilla, via its Chowchilla Area Transit Express operates both a Fixed and Dial-a-Ride system within the City of Chowchilla. Within these segments only one common transit carriers serves the SR 99 corridor - the Greyhound Bus Lines.

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AADT: (Average Annual Daily Traffic) This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- ⌘ **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motorists minimized.
- ⌘ **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs.
- ⌘ **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green G93 (Bike Route), G93A (Begin) and G93B (End) "guide" signs.
- ⌘ **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign) A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- ⌘ **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- ⌘ **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- ⌘ **Freeway (F):** A divided highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- ⌘ **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- ⌘ **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- ⌘ **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

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CTC: (California Transportation Commission) The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission, also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C**.

Facility:

- € **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.
- € **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance) Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System) A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems) ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan) The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service) A general term that describes the operating conditions a typical driver will experience on a typical day while driving on a particular facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio which is expressed by a series of letter grades from A, (low v/c ratio and delay, no impediments) through F (extremely high v/c ratio and delay, gridlock conditions).

MIS: (Major Investment Study) When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan

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Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (Mile Post Marker, Postmile) or KP (Kilo Post) An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements), that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process which sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

€ **FTIP:** (Federal Transportation Improvement Program) To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

€ **ITIP:** (Interregional Transportation Improvement Program) The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

€ **PSR:** (Project Study Report) A pre-programming document required for project inclusion in the STIP.

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- € **PSSR:** (Project Scope Summary Report) An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.
 - € **RTIP:** (Regional Transportation Improvement Program) After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.
 - € **SHOPP:** (State Highway Operation Protection Program) The SHOPP is a four year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects which increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.
 - € **STIP:** (State Transportation Improvement Program) Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.
- ROW:** (Right-of-Way) Denotes the *total*/width allocated for a highway, including shoulders and adjacent land.
- RCR:** See TCR
- Route Designations:** Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include; Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).
- € **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.
 - € **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically

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important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- € **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- € **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

- € **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- € **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- € **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- € **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- € **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- € **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow

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STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

€ **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

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STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- € **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- € **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- € **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- € **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated \$4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.